THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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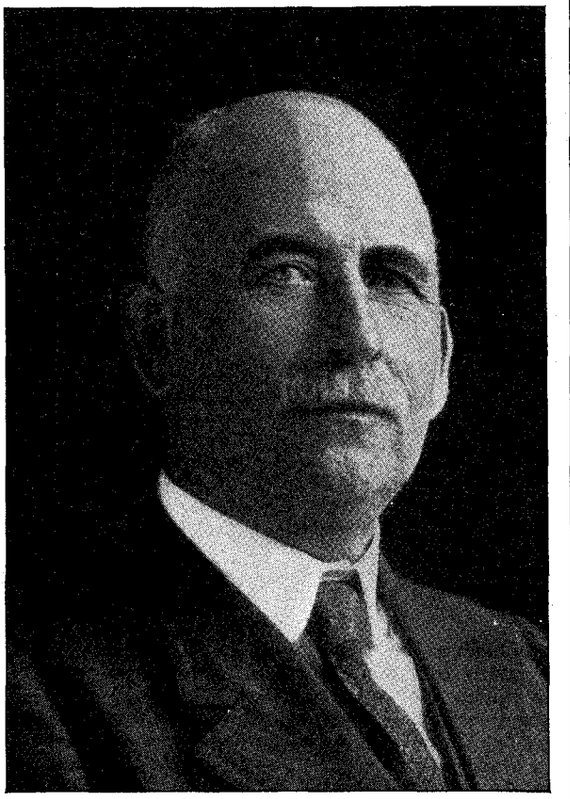
TOPICS OF THE DAY

FEDERAL MILLIONS FOR GOOD ROADS

"RAID on the treasury," "vicious system of Federal paternalism," and "Federal aid to political machines" are some of the epithets used by the opposition papers in their comment on the Shackleford Roads Bill, recently passed in the House by a vote of 282 to 42, and its friends are just about as emphatic in their praise of it. "This," says the New York *World* (Ind. Dem.), "is potentially the fattest 'pork barrel' ever rolled on the floor of Congress for an emptying among hungry patriots and bucolic statesmen." The Philadelphia *Public Ledger* (Ind.) thinks the rivers and harbors "raids" have always been "part good," but that "the present grab has no good whatever in it." The measure, fathered by Congressman Dorsey W. Shackleford, of Missouri, provides that $25,000,000 be turned over to the State governments annually to be used for the construction of post-roads. The roads are divided into three classes. Class A is to be surfaced with macadam, concrete, or brick; Class B, with gravel or sand clay; and Class C is to be a well-crowned earth road. The expenditures of Federal money on the three classes of thoroughfares is limited, respectively, to $60, $30, and $15 per mile. The distribution of money would be based, half on the ratio of population and half on the ratio of post-roads. The States, or subdivisions thereof, are compelled to spend as much per mile as the Federal Government, and all work must be done under the supervision of the State, county, or more local authorities, the Federal authorities prescribing rules for construction and maintenance and inspecting the work before the money is paid over from the national fund. Mr. Shackleford admits that the appropriation per mile is small, and that it is primarily the duty of States and counties to build and maintain their own highways, but argues that since the Government uses some of the roads, too, in the collection and distribution of the mails, it is only fair that it should contribute something to their construction and up-keep. He says Federal aid of this kind would stimulate the good-roads movement all over the country, and small communities would be immeasurably benefited by having their main highways put in first-class conditions. Senator Hoke Smith, of Georgia, the bill's champion in the Upper House, says that he considers "pork-barrel" legislation the kind which confers benefits upon particular parts of the country to the exclusion of other parts, and that "this bill provides for an equitable distribution of government funds in all parts of the country." To the arguments of Mr. Shackleford and Senator Smith, the Dallas *News* (Dem.) makes this reply:



FATHER OF THE GOOD-ROADS MEASURE.

Congressman Shackleford thinks Uncle Sam should pay for using the roads, and favors giving $25,000,000 a year for it, or about 25 cents apiece for each of us.

"Both the total which the Government gives and the principle of division are to be determined by the greed and jealousy of forty-eight States, and the only agreement possible will be that which a legalized bribery makes acceptable.

"But the bill has even a more vicious feature than this. It provides that the Governor of every State shall determine

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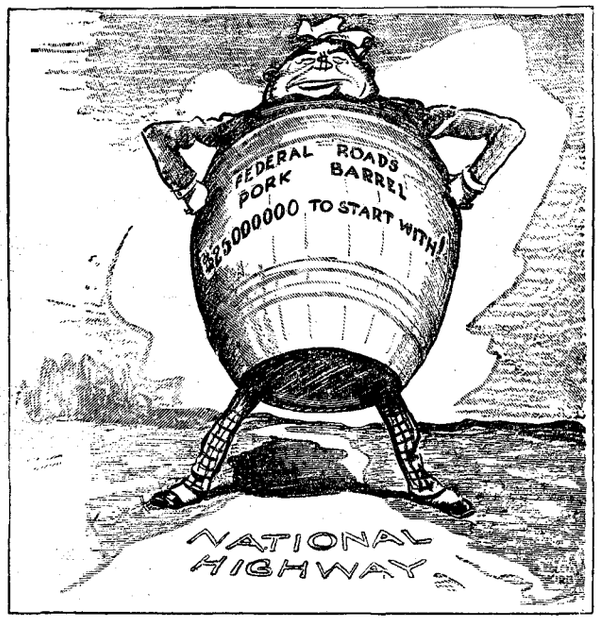
where its allotment is to be spent, and that the method of expenditure is to be left to the jurisdiction of the States exclusively. Thus we have worshipful reverence given to the doctrine of State rights in a bill that in reality is a denial of that doctrine. It is the ritual of State rights performed by men who find that the faith which they profess forbids the grab they want to make on the Federal Treasury. If there is any reason why the Federal Government should bear all or part of the expense of making highways for the States, that identical reason commands the Federal Government to assert a corresponding authority in directing the expenditure of the money. But to recognize the authority of the Federal Government would give umbrage rather than do homage to the State-rights doctrine; and so, in the effort to avoid the appearance of heresy while committing the sin of heresy, these gentlemen have contrived a trick that is too simple to be hypocritical."

Another Texas Democratic paper, the Fort Worth *Record*, is opposed to the measure on the ground that it violates State rights. "A Federal appropriation for roads, under the circumstances," says *The Record*, "is a pure gratuity to the States, for which Congress has no moral right to collect revenue—and no legal right according to the honest intent of the Constitution." And it goes on:



THE COLOSSUS OF ROADS.
—Kirby in the New York *World*.

"A country road is essentially a local matter—local to the district or county involved—and it becomes a State matter only in the sense that the State should provide the methods of practical and effective local taxation and establish standards of construction, with State supervision for the sake of inter-district and intercounty uniformity and continuity.

"We are not much concerned about the details of the bill, tho many of its provisions are unwise; we are concerned chiefly about the principle and the effect of the legislation.

"Looking to the National Government for aid in local government is bad enough when the aid is in the form of assistance in administrative affairs, but it is vastly worse in the form of gift or gratuity, for it weakens the sense of self-reliance which States as well as individuals must preserve if they would maintain self-respect and develop their best qualities.

"It is well enough for the Federal Government to contribute to popular education on the value of good roads, on economy and efficiency in road-building, and to furnish expert advice if need be, but to collect taxes and apply them to purely local uses is indefensible from any standpoint."

The Rochester *Democrat and Chronicle* (Rep.) regards the measure as being one of many pieces of Democratic extravagance, and quotes Representative Sereno Payne's remark that "there are so many men in Congress hanging on by their gills that it is no use to argue against a bill like this." Assuming that the enactment of some kind of a Federal aid bill into law is almost inevitable, William Allen White's Emporia *Gazette* (Prog.) gives us this bit of satirical comment:

"It's probably all right. We shall come to it in time; but someway it does seem that the pork in this new barrel is a little mite strong. Jerusalem was kept clean by every man sweeping his own door. That is the statement of the doctrine of individualism. There is in *The Gazette* office a faint and always reminiscently fragrant odor of the old doctrine that 'hangs 'round it still,' and so we are inclined to pass up the good-roads measure. But probably it will come. It is in the air. There seems to be a healthy normal growth toward the strengthening of the central Government. It is the tendency of the times. And so long as it is young and vigorous and normal, doubtless it will be a good thing. But when the wolf does look out of the windows, when the New Zealander does muse mellowly over the ruins of the fallen Republic, he will read out the decay of free institutions, not by the growth of anarchy, which turns the individual mad, but by socialism, which degenerates him. But these days are a long way off, and prophecy is 'the most pretentious of blunders.'

"So bring along the bacon, and 'with God be the rest!'"

Republican Floor Leader Mann, Democratic Leader Underwood, and Representative Hinebaugh, of Illinois, the ranking Progressive member, gave their votes to the bill, Mr. Mann declaring that the cities can well afford out of their wealth to contribute taxes to aid the country in the construction of roads. Replying to those who argue that the Government hasn't the money to spare, Secretary of the Navy Daniels's paper, the Raleigh *News and Observer*, quotes Congressman Pou, of North Carolina, as saying that the income tax will bring in much more revenue than was expected. *The News and Courier* prints this also from Mr. Pou:

"The Shackleford Good Roads Bill is the third best measure passed by the House of Representatives in many years, I place the Tariff and Currency Bills alone ahead of it. This roads bill benefits more people directly than any other measure of its kind ever passed."

Arguing that the main roads ought to be built and maintained with State or Federal funds, the Toledo *Blade* (Prog.) says:

"However far the policy of direct Federal aid in the construction of good roads may go, whether it will be kept in check or develop into a scramble for appropriations, it can never become what the public buildings and river improvement 'pork-barrel' bills have sometimes been—sheer waste of money. The good roads built will be used, which can not always be said of the channels dredged. They will benefit whatever section obtains them, but many a community which has been blest with a public building has paid in inconvenience for the activities of its representative at Washington.

"The automobile justifies Federal aid for good roads. Twenty or thirty years ago the people of the county or township which improved the roads were the ones who used them. It was only occasionally that a stranger came along. To-day the people who get the most use from the best roads are people who haven't contributed a penny toward their building or up-keep. The better the road, the higher the percentage of 'outside' traffic. The highway is no longer a local institution. It is a State and national utility."

The passage of the bill in the House moves the Philadelphia *Press* (Rep.) to say that it "marks a new departure, and probably a permanent one, in the attitude of the National Government toward the great cause of good roads," and that "the good-roads movement has become so strong and its support so universal that it is inevitable that the Government shall yield to its influence notwithstanding the long-standing rule of the State-rights party against contributing to any local improvement within the jurisdiction of a State." "Twenty-five million dollars," says the Salt Lake *Tribune* (Rep.), "is but a drop in a bucket, but it is sufficient, if doubled by the legislatures of the various States, to start with." The Henderson (Ky.) *Journal* (Dem.) thinks that "if old General Hancock were alive to-day, he might still insist that the tariff is a local issue, and we might

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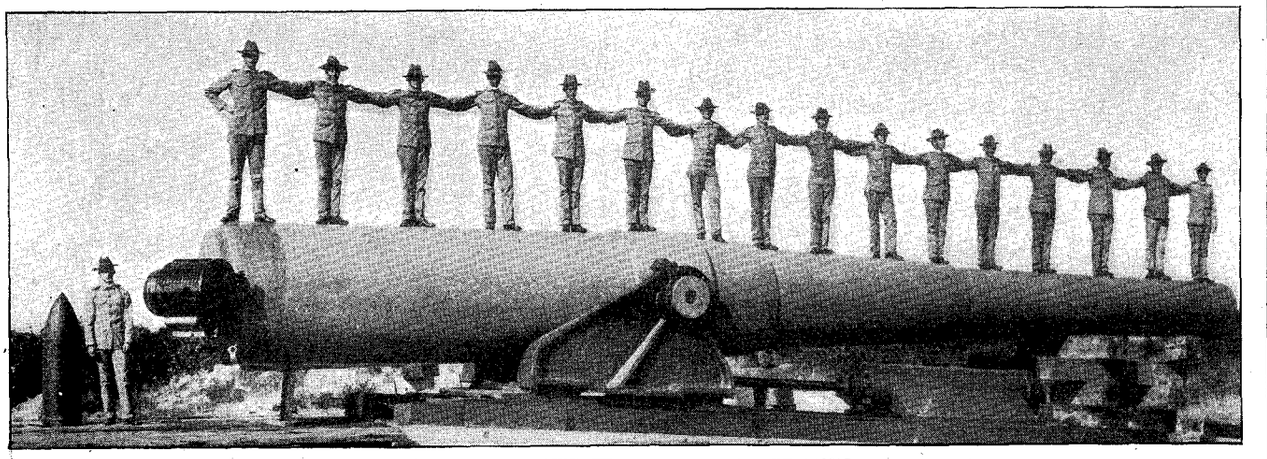
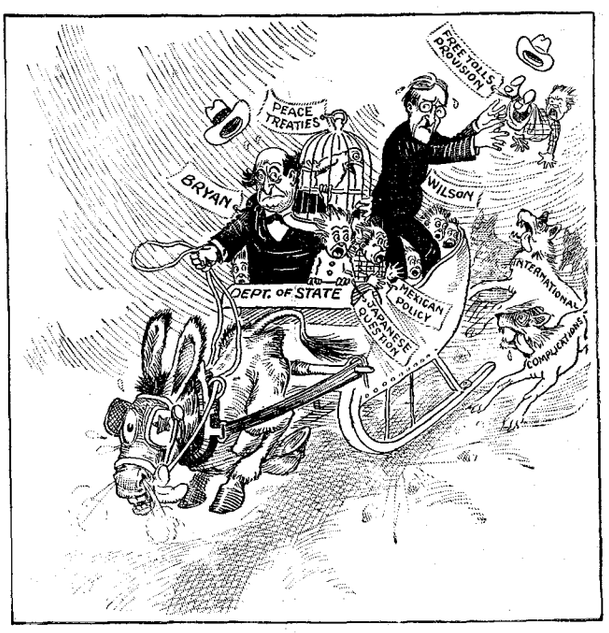


ONE OF THE BIG GUNS THAT WILL DEFEND THE CANAL.
This sixteen-inch rifle weighs 130 tons and throws a projectile weighing 2,400 pounds.



HARD-PREST.
—Reynolds in the Portland *Oregonian*.

UNTYING THE KNOT.
—Kirby in the New York *World*.

PANAMA DEFENSE AND ATTACK.

agree with him, instead of laughing at him, as his contemporaries did, but if the General were alive he would have to admit that there is an issue that is not local in its character, and that is the crying problem of good roads." The Kentucky paper greets the bill with, "All hail to a piece of real statesmanship!" And the Charleston (W. Va.) *Gazette* (Dem.) predicts that:

"This will do more to reduce the high cost of living than any other one thing that we can think of. The increased valuation of farm lands will bring to the various treasuries taxes enough to pay the cost of the entire system of main roads within a few years. Better roads will also revolutionize the social and educational life of our country people, and will keep the young men and women on the farms, instead of driving them to the overcrowded cities in search of the society and culture for which the schools have given them a taste."

Here are some paragraphs from a speech in the House by Congressman Ferris, of Oklahoma, one of the members called "bucolic" by the New York *World*. Mr. Ferris attempts to state the case for the farmers:

"We must spend more within and less without. Improve the conditions within, and we will have no fear from without.

"Internal improvements, in which the plain people have a deep and immediate interest, rather than a remote one, will do more to keep us a happy, closely united, and contented people than all the subsidies paid to railroads, to mail-ships and steamships, to tariff subsidies and high duties laid on the one least able to bear and for the benefit of the class least in need. I tell you, sir, the American people will not sit idly by and be ground down by inequalities and inequities for which you can give no good or adequate answer.

"Millions for post-offices and public buildings for a few towns of the country and no assistance for the post-roads and the little towns, will not satisfy them, and is wrong as well.

"A billion-dollar session of Congress and not one cent for post-roads or internal improvements will not satisfy the producers who send abroad annually $600,000,000 in products from their toil, zeal, and industry, thereby replenishing our Treasury to the brim.

"You have arranged tariff schedules for the manufacturer, so that his riches are greater than he ever anticipated. You have subsidized the railroads with land grants until they have grown corpulent with wealth. You have increased the appropriations for the war and navy until the patience of this citizenship is almost exhausted, and now, when asked to do something for the plain citizen, who produces more every year than he himself consumes, this bill will, and deserves to be, the most popular bill passed. It is the starting of a great improvement that will go on and on after we are gone. We shall all be proud of the beginning."

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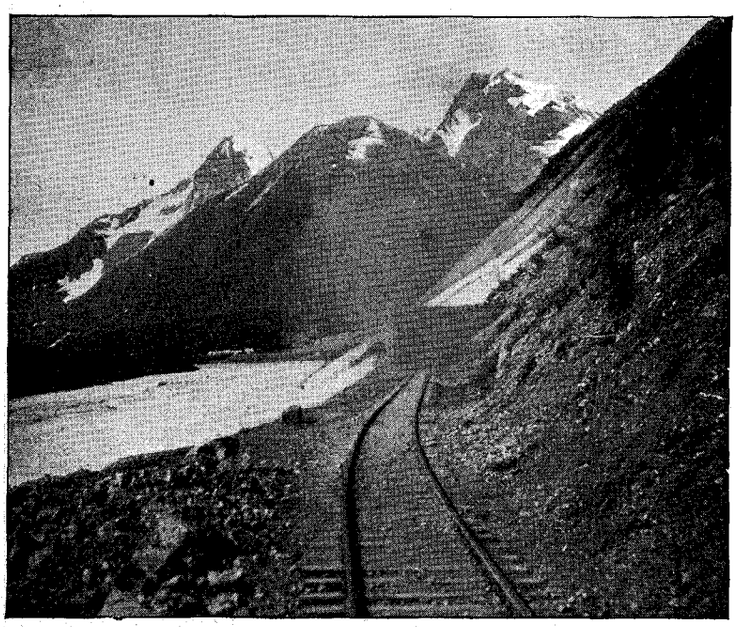
UNLOCKING ALASKA

THE ARRESTED DEVELOPMENT of Alaska's vast natural resources, brought to a virtual standstill eight years ago when the forces of conservation and spoliation locked horns, now promises to start again and to proceed at a pace which should soon make up for lost time. Not only have both houses of Congress passed bills authorizing the Government to build and operate one thousand miles of railroad in that far-northern territory, but they are now considering another measure which provides for the leasing of Alaskan coal-lands, the income from royalties and rentals "to be paid into a special fund for Alaskan development, and particularly for helping to pay for the cost of building the Government railroad." The effect of this program upon Alaska, according to Secretary of the Interior Franklin K. Lane, will be to make of it not merely a region of mines and fisheries supporting some 65,000 inhabitants, but a land "of towns, farms, mills, and factories, supporting millions of people of the hardiest and most wholesome class." With a leasing system which "lays all practicable safeguards against monopoly and yet permits of large working areas," and with a Government railroad, or railroads, running from the coast northward into the undeveloped interior, "a new Alaska will be possible," declares Secretary Lane, because "coal and iron, coal and copper, will be brought together, and where these come together, as all know, great communities arise." Nor is it a treasure-house of mineral wealth only which is to be unlocked, since agricultural experts estimate that in her interior valleys and adjacent low foothills Alaska has approximately 100,000 square miles of territory available, when cleared, for farming or grazing.



WHERE THE SNOW THREATENS THE RAILROAD.

Frequent snowslides necessitate these sheds over many sections of Alaskan railroads, and give a hint of the difficulties of transportation.

Altho Alaska is one-fifth the size of the United States, and twelve times that of the State of New York, it has at present less than 500 miles of railroads; and of this total, according to Mr. Owen Wilson, "about a third is narrow gage, and one stretch of 71 miles is not in operation except with dog teams." Writing in *The World's Work* for March, Mr. Wilson points out how this lack of transportation facilities, with the consequent enormous expense of moving freight, has been the chief factor in keeping desolate this great mining and agricultural region whose latitude is no more northerly than that of Sweden. "The people of Alaska," he says, "have a vision of the valleys of their interior territory dotted with towns of permanent industry, where men make their homes and rear their families, towns with smelters, machine-shops, stores, churches, and schools built from the surrounding hills and fed with the produce of adjacent farms." But between this vision and its realization stands the transportation problem. Under present conditions, he tells us, the freightage alone on the necessaries of life costs on an average $350 a year for every man, woman, and child in the interior. Of the immense undeveloped mineral wealth of this interior country we have long heard. Of its less familiar agricultural possibilities Mr. Wilson writes:

"It is not southeastern coastal Alaska, but central Alaska—the Tanana, the Susitna, and the Kushokwim valleys—that is looked upon to yield the produce and to feed the cattle to supply the needs of the people of the Territory. Fairbanks is on the same latitude as Christiania, and the agricultural valleys of Norway and Sweden are as far north as the Alaskan valleys. The climate of inland Alaska, behind Mt. McKinley and the glaciers, is similar to the climate of Alberta, Saskatchewan, and Manitoba, which have recently made such strides in agriculture. Moreover, there has been enough farming in the interior to show that it is practicable. In the timbered country, after the trees and moss are cleared away, the first summer's sun thaws the surface, and in the second summer the ground is ready for crops; and there are wide sweeps of grass land that do not have to be cleared at all."

In urging Government-built railroads to open up this region, Secretary Lane points out that—

"The charges fixt should be lower for years to come than would justify private investment. I would build and operate these highways in the same spirit that the counties or the States build wagon-roads—not for revenue, but for the general good."

For assurance that Alaska is a treasure-house well worth unlocking we have only to glance at a few of the Alaskan statistics recently published in pamphlet form by the Seattle Chamber of Commerce. Among the outstanding facts there tabulated we read:

"Alaska's production of gold for the year 1912 was $17,398,943; that of our gold State, California, whose population is thirty-seven times as great, was only $19,928,500.

"Alaska's per capita production of copper, the mining of which is only begun, is now equal to the per capita production of Montana. It has coal-fields of greater area than those of Pennsylvania, and arable lands greater than the entire State of Oregon. Tin, iron, gypsum, and oil are found in commercial quantities, and its marble-quarries rival those of Vermont.

"The reindeer industry, established in 1902 with 1,280 head, has spread until the forty-seven herds number 38,000 head, and promises to become a valuable source of food supply; while the extent of its fishing-grounds exceed those of all the States combined, and are excelled nowhere in the world. Its undeveloped water-power exceeds that of the entire Pacific Coast States."

Editorial opposition to the building of a Government railroad in Alaska, as was pointed out in THE LITERARY DIGEST of January 31, was chiefly based on the fear that it might prove the entering wedge for the Government ownership of all railroads. In Congress also, altho the bills passed both houses by overwhelming majorities, they were vigorously attacked as measures of "state socialism." A great many papers, however, now agree that the situation in Alaska is so exceptional that the method of meeting it can not be regarded as establishing a precedent for railroading nearer home.

The opening of Alaska is naturally of special interest to our Pacific Coast ports, and we find the San Francisco *Chronicle* (Ind.), while opposed on principle to Government-owned railroads, rejoicing that "with the Panama Canal bringing new commerce from the south and Alaska pouring out her treasures in the north, the metropolis of the Pacific Coast is destined to greater prosperity than the imagination can compass."

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BRINGING THE JOBLESS MAN TO THE MANLESS JOB

THO THE PROBLEM of the unemployed this winter may seem "to exist only in a few populous cities," as an Eastern paper avers, it is serious enough to engage the attention not only of local but of State and Federal officials. For in New York the number of unemployed has been estimated as high as 350,000, while 75,000 men are said to be out of work in Philadelphia, 25,000 in Newark, N. J., 15,000 in Washington, D. C., and large numbers in other cities. "Counting Chicago, where the unemployed have thronged as never in years," the New York *Sun* thinks it "safe to say that our three chief cities contain to-day some half million workers lacking their normal means to gain a living for themselves and their dependents." Several dozen other cities have also become havens for the "hard-prest hunters of bread," adds *The Sun*, and "to allow another half million of idle hands, somewhat more widely distributed, would be to reckon the country's unemployed at a million. This is in the neighborhood of one in thirty among the producing part of our normally busy population." Some point out that many of these non-workers belong to trades in which work is naturally slack or entirely laid aside at this season; others are of the opinion, which President Wilson is said to share, that the reports are being "stretched" for political purposes. However this may be, the situation is sufficiently serious to stir the newly appointed Federal Industrial Commission to undertake "an immediate investigation looking toward action by the Federal Government to relieve unemployment." During the next few weeks, it is officially announced, "the activities of four of the Commission's investigators will be restricted to a rapid survey of unemployment in industrial centers from Boston to Kansas City and a critical analysis of public and private employment agencies." The mayors of the larger cities will be asked to help furnish data on unemployment. The Commission realizes, says its chairman, Mr. Frank P. Walsh, "that present conditions in the labor market are practically the same as in every year at this season, and that the problem is a permanent one." As one remedy for this permanent condition, there will be gathered "material for the preparation of a measure establishing a Federal bureau to serve as a clearing-house for public and private agencies and to direct movements of migratory workers." Mr. Walsh then pictures the seekers of work in the manufacturing centers:

"Groups numbering from 100 to 1,000 stand outside our great industrial plants each morning at six o'clock hoping the foremen will pull them out of line and put them to work. They are thankful if they get only a few hours' work.

"Poorly nourished and thinly clad, these men gather each morning and then may drift away to the cheap saloons or cheap lodging-houses to wait for any other chance.

"None can see this spectacle without realizing that it is something society can not afford to tolerate. An employer never thinks of laying off his bookkeeper or clerk after employing him three or four hours in a day or three or four days in a week.

"The problem of continuous employment for laborers is more difficult, but it is a problem that must be solved if we are to check the increase in our great army of hopeless, homeless men. If nothing else will avail, it may be necessary to urge insurance against non-employment."

A little further light on the Commission's plans is given by another member, Mrs. J. Borden Harriman:

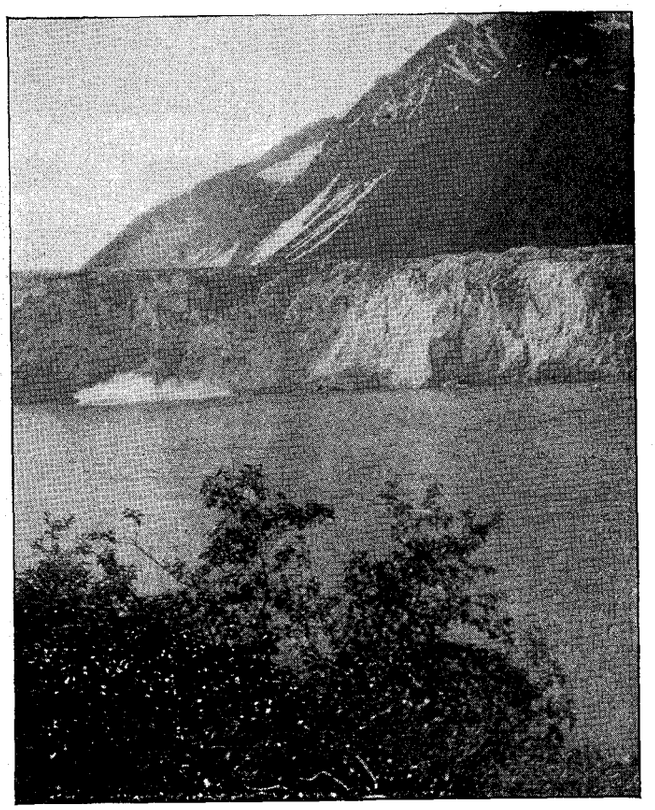
"The greatest problem to be dealt with in this connection is to provide for men who are engaged in seasonal occupations. Many men are engaged in trades that keep them busy for stated periods in the year. At other periods they find it difficult to get employment along other lines. . . . . .

"Very promising is the movement in which Louis D. Brandeis and others are now engaged to do away so far as possible with slack and rush reasons in the various trades. In New York some of the manufacturers have already made progress toward continuous, all-the-year-around operation, where before their plants were idle during certain months. . . . . .

"There will always remain industries, such as agriculture, lumbering, and construction work, in which thousands of the men must be laid off each winter. The task of learning where these laborers can be employed during the winter season and of distributing this information is one that a Federal bureau might well undertake."

Since it is impossible to do more than estimate the number of men out of work or to do much more than guess at the reasons for their lack of employment, it is obvious that authorities will differ. One New York expert cuts 25,000 off Mr. Walsh's estimate of 350,000 jobless ones in the metropolis, and another calls it a monstrous exaggeration, saying that the situation is "serious, but not alarming." The New York papers agree that an unduly large proportion of New York's unemployed belong elsewhere, having been attracted from all parts of the country. Mayor Mitchel is one of those who is thoroughly convinced that the city is "confronted with a real problem of excessive unemployment." He is imprest by the fact that the lodgers at the municipal lodging-house during November, December, and January were more than double the number in the same period in the previous year, "almost exactly double the number of the same period in 1911–12, and greater by 11,000 than in the same periods in the two preceding years combined." He asks New York employers to help out by "having work done now which they would ordinarily postpone or let go altogether." And he has instituted a central employment exchange to bring "the manless job and the jobless man together." The plan, explains the New York *Evening World*, "is to secure from all employment agencies regular reports of jobs for which they have no suitable applicants. A central clearing-house or information exchange will help all private employment bureaus to bring men and jobs together with the least possible waste of either." The Mayor is also considering the employment of a permanent unemployed commission.

Other Eastern cities have been taking similar steps, and in



AN OBSTACLE TO RAILROADING IN ALASKA.

Child's Glacier, a fourteen-mile river of ice, ends in this wall three miles wide and three hundred feet high. Icebergs from this glacier carried away a steel bridge of the Copper River Railway.

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Boston the Massachusetts Free Employment Bureau has found jobs for 21,000 applicants. The recent snows have given temporary employment to thousands in the cities affected. The doings of the "jobless armies" in the West were discust in a recent issue; the most interesting development there is the announcement that another "Coxey's Army" is being formed to march on Washington.

Some do not believe that this winter is really so much worse than its predecessors in this matter of unemployment. Those who do fail to agree as to the reason, or frankly give it up. Republican politicians are freely blaming it all on Democratic sins, committed or expected. A Democratic paper, the Newark (N. J.) *Star*, sees industrial enterprise flourishing, and has "no doubt that the railroad companies, by stopping improvements, throwing tens of thousands of men out of work, are the principal cause of unemployment." Socialists tell us that "high tariff, low tariff, or no tariff, currency reform or no currency reform, your conditions are just the same and must remain the same until the necessary means of life are owned by those who use them." Most non-Socialist papers, however, agree that unemployment is in large part "due to failure to get the man and the job together." As the New York *World* observes:

"Every summer our farmers suffer for lack of help at high wages with good board. Every winter our cities fill with idle men, for some of whom there is work if they knew where to look for it. Humanity has no greater task than that of cutting down seasonal idleness and enabling the willing man out of work to find a task if there is one waiting him anywhere. After this has been attended to, it will be time for greater severity toward those whose real ambition is to live without working."

PERU'S LATEST EX-PRESIDENT.

Guillermo Billinghurst was removed from the presidency by a military uprising when he tried to institute a reform budget without the sanction of Congress.

RECOGNIZING THE REVOLUTIONISTS IN PERU

IF PERU surprized our State Department, as the Washington correspondents report, by its sudden and successful palace revolution of February 4, which resulted in the killing of eight persons, the exile of President Billinghurst, and the establishment of a junta Government under Colonel Benavides, President Wilson seems to have passed the surprize on to our editors by his prompt recognition of the new Administration. What becomes of consistency, they ask, if we recognize Benavides and refuse to recognize Huerta? As the New Orleans *Picayune* (Dem.) points out, President Billinghurst was the constitutionally elected President of Peru, with two more years of his term to serve. And "did not President Wilson some time ago announce that he would discountenance all attempts to overthrow the government of American States by unconstitutional means, and would refuse to treat with any Government not properly chosen by the people?" The alleged parallel between the case of General Huerta and the case of Colonel Benavides is thus outlined by the Washington correspondent of the New York *Tribune* (Rep.):

"Both Huerta and Benavides were military leaders. Each executed a *coup d'état* resulting in the overthrow of the constituted Government, and each accomplished his own election as Provisional President by his respective Congress.

"General Huerta was post-commander in Mexico City, having been appointed after General Villar was wounded in the engagement between the Felix Diaz forces and Madero's soldiers, when President Madero was thrown into prison. The day following the imprisonment of Madero the Foreign Minister, Pedro Lascurian, took the oath of President and Huerta succeeded him as Foreign Minister, thus carrying out the requirement of the Constitution that a member of the Cabinet must become Provisional President. Huerta was then elected Provisional President by the Mexican Congress in compliance with the Constitution.

"Col. Oscar Benavides occupied practically the same military position as did Huerta, and led the revolt against President Guillermo Billinghurst which resulted in the killing of the Minister of War and Marine and the imprisonment of President Billinghurst. The Peruvian Congress then swore in a junta Government, at the head of which was Colonel Benavides, in the office of 'President of the Junta and Minister of War and Marine.'"

It is not the similarity of the two cases, however, but their difference, that impresses Mr. Federico Alfonso Pezet, Peruvian Minister to Washington, who makes the following statement through the New York *Herald* (Ind.):

"The recent *coup d'état* in Lima by which President Billinghurst was removed from the Presidency can not be regarded as an 'appeal to arms' in the generally accepted sense of that phrase and in the sense in which President Wilson undoubtedly intended when he issued his statement regarding constitutional government in this hemisphere.

"The actions of President Billinghurst in defying the national Congress, in proclaiming the budget to be in effect without the required sanction of the Congress, and in proposing to dissolve Congress because of its opposition to his policies were unconstitutional. It was the duty of the Congress to obtain the administration of affairs in a constitutional manner. Manifestly this was possible only through an appeal by Congress to the military power. This was the step taken.

"To-day Peru is being governed in an orderly and constitutional manner through the constitutionally elected Congress with a junta, composed of representatives of the various political parties in Congress acting as the provisional executive power. The chief of staff, Colonel Benavides, has been selected as the head of this junta, since obviously such an executive body cannot make effective its orders without some one acting as a head.

"It must be plain to any thinking person that there can be no comparison between the situation in Peru and that obtaining to-day in Mexico or in Haiti, where there is warfare or has been warfare. The movement in Peru has not had as its object the elevation of any one man or the gratification of personal ambition.

"It was a movement designed to remove the one danger to constitutional government that exists in Peru, and this it has accomplished in the most effective and peaceful manner possible."

Mr. Pezet ingratiatingly informs us that "unquestionably the change in Government will mean much to the United States," because "those now in power are possest of the friendliest feelings for the United States," and "have come into power as the defenders of constitutional government."

While Col. Oscar Benavides heads the new Provisional Government, we gather from some of the Lima dispatches that the moving spirit of the revolution was Dr. Augusto Durand, who has led several revolutions in Peru. "Durand," remarks the Springfield *Republican*, "seems to be a professional agitator; he took part in the rebellion against President Pardo in 1908, and later against President Leguia." The friction between President Billinghurst and his Congress, *The Republican* goes on to explain, was caused by his reform budget which aimed at reducing the national debt and cutting down appropriations. Altho this financial program "seemed to be a very good thing

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for Peru," says *The Republican*, the Congress adjourned last December without approving it. Of President Billinghurst's way of meeting this difficult situation we read:

"On December 29 he issued an executive decree, usurping the powers of Congress by putting his budget into effect January 1. The last article of this decree was, 'The executive will give an account to Congress of his acts.' Congress would apparently have been warranted in impeaching him, but the *coup d'état* has forestalled that."

While we find many expressions of surprize at Washington's prompt recognition of the new Government at Lima, we find few of disapproval. Thus the Philadelphia *Record* (Dem.) remarks that—

"We could not very well do otherwise than recognize a Government *de facto* in a foreign country whose authority is unchallenged, which meets with the seeming acquiescence of the people, and has the support of the remnants of the preceding Government *de jure*."

The Washington correspondent of the New York *Herald* notes that, in addition to the trouble in Peru, "there are now revolutionary outbreaks in Mexico, Haiti, Venezuela, Brazil, and Ecuador."

STANDARD OIL AND CHINA, PARTNERS

THE WISE VIRGINS who carried oil for their lamps that they might be "trimmed and burning" when needed were perhaps no wiser than the Standard Oil Company of to-day which carried lamps for its oil to consumers in China and established its business on so firm a basis that when the Chinese Government decided to develop its oil-lands it naturally turned to the American company for aid. The Standard Oil officials were ready and willing, and there was signed a few days ago what Vice-President Bemis, of the New York corporation, believes to be the first partnership arrangement that "has ever been made between a great nation and a private corporation." In a few weeks, we are informed, the American petroleum-experts will be "punching holes in the ground around Cheng-te-fu and watching the first Chinese oil spout forth." The Standard Oil officials "expect to spend $6,000,000 to $10,000,000 in this new partnership in the near future," and to reap large profits. They believe that the Chinese Government also will find itself well repaid, that the United States will gain in commercial prestige in China, and that trade between the two countries will be reawakened. These beliefs, it should be said, are shared by the press. No one doubts the value of the new field for the Standard. China, thinks the New York *Times*, "has never had profits from its natural resources comparable to those which it is in a fair way to realize"; "the competitors of Standard Oil have been heard to complain, but never the partners." And considering the probable impetus to American investment in China, the New York *Journal of Commerce* ventures to say that "the great enterprise of the Standard Oil Company will mark a new era in the relations between China and the United States."

While the details of the Standard Oil's contract have not been published, the New York *Times* hears that the Chinese Government "becomes the junior partner." And *The Sun* explains, in an article based on an interview with Vice-President Bemis:

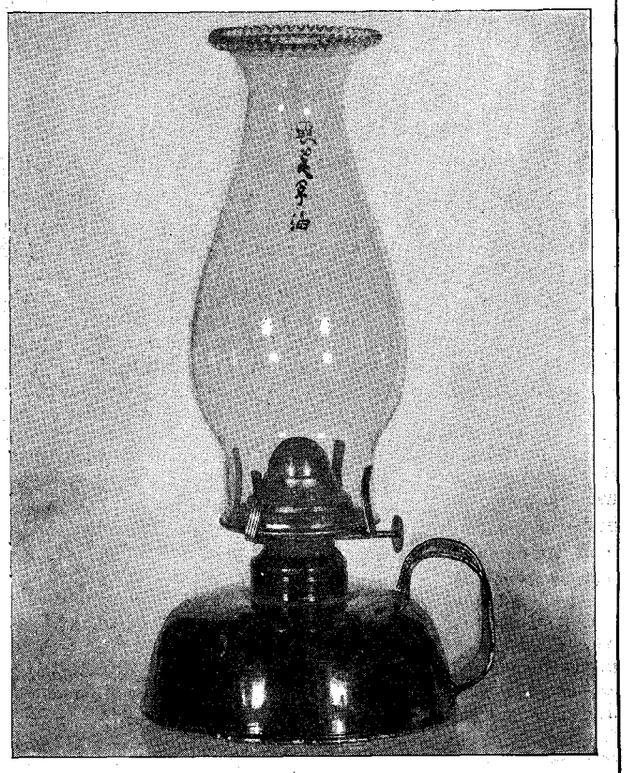
"The work of development is to proceed under a Chinese-American company, in which the Standard Company holds a large majority control, with the Chinese Government sharing the profits of development as its partner.

"The Standard gets the right of exploration and development in the two great northern provinces of Chihli and Shensi, to begin with, besides other provinces. It has the vitally essential privilege of building railroads and pipe-lines, in addition to the sinking of oil-wells, establishment of warehouses, storage-tanks, and all that accompanies oil development.

"One of the most far-reaching grants is the guaranty of the Government that it will assume control of all lands needed for this development, and in turn will give these to the partnership company."

The company has "absolute confidence in China and the Chinese," says Mr. Bemis, and for what would seem to be a very good reason:

"We have been in China for many years, doing only a business with the consumer. In all that time in over $100,000,000 of business, with the yearly business now reaching nearly $20,000,000 and with over $20,000,000 permanent investment in the country, we have lost in bad accounts only 634 taels, about $450."



THE NEW LIGHT OF THE EAST.

When the Standard Oil Company first went to China, they found their sales limited by the fact that most people had no suitable lamps. Some even used the new oil in old cans with a piece of cotton for a wick "and they produced nothing but smudge and darkness." So this lamp was devised and sold at 7½ cents. 875,000 lamps were sold the first year, and 2,000,000 the next, while oil sales went up by leaps and bounds. As its inventor, Vice-President Bemis, remarks, "this lamp of mine has promoted industry in China and been a great uplift to the nation. They couldn't work on their silk after 4 o'clock in the day before they had it. Now they can work into the night." The words "Mei Foo" on the chimney, we are told, are a sort of trade-mark and mean that in China the Standard Oil Company is recognized as "amiable and trustworthy."

"We have lent China no money," explains Mr. Bemis, but, he adds:

"If the Standard Oil Company has had the confidence to go into China, why do not our bankers put their money into the country? I appeal to the bankers of the country to join this movement and invest great amounts in China."

Mr. Willard D. Straight, who represented our bankers in China in arranging for the "Six-Power loan," agrees with the Standard Oil officials that their partnership should mean much to American business men and bankers. The transaction, he says, "should, by creating added security, increase China's borrowing power." Rejoicing reported at Washington over the incident is justified, thinks the New York *World*. "A great American interest has gone abroad on its own legs," and "opened the way for enterprise without waiting for sanction and security from Washington." In the capital, according to the New York

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Sun's correspondent, it is considered the most important event since our withdrawal from the loan negotiations, and,

"Taken together with the successful endeavor of the American Red Cross to arrange for American construction of a $20,000,000 river-improvement project in China, and the reported arrangement between the Bethlehem Steel Company and the Chinese Government, it is now declared that American enterprise can succeed in China to a considerable extent, even if it is not supported diplomatically by the Wilson Administration. . . . . .

"It is recognized that should there be difficulties with the Chinese Government in the future, the Standard Oil Company will have the right to demand and expect the diplomatic support of the United States Government regardless of its present policy toward American enterprise abroad."

The possibilities for American enterprise are thus sketched by the New York *Commercial:*

"This peaceful invasion of China by American business men possest of ample capital for developing great industries may be as important for this country as was the formation of the East India Company, which entered and finally conquered Hindustan with its 300,000,000 inhabitants and made it the greatest of all the British possessions. We will wage no war of conquest in China, but the development of the resources of that country and of the necessary means of communication by rail and water in the interior provinces will make the new Republic of China strong and able to cope with difficulties that have hitherto been hard to surmount. . . . . .

"What Standard Oil interests will attempt to do in China will be confined to comparatively narrow, tho very important lines, but the time is opportune for other Americans to enter the same field and establish trade relations as rapidly as possible. This seems to be the psychological moment when American manufacturers and exporters should reach out to capture the trade of countries in which they are not at present well established. Every great manufacturer in Europe will have his eyes upon China, and the present advantage of following in the wake of the Standard Oil Company will soon be lost. All should push on together to capture this great and promising field of commercial enterprise."

That the Standard Oil partnership is a good bargain for China, too, our editors have no doubt. As the New York *Times* observes, the Chinese are now awake to the possibilities of wealth in their natural resources. They have sought aid "where it could be most efficiently given."

"By the grant of liberal participation in profits they secure the cooperation of what is commonly considered the most efficient industrial organization in the world. They buy experience ready-made, and with it unequaled capacity for solving the problems of production and manufacture and distribution, and that ingenuity in 'making every edge cut' which the Standard Oil Company has shown in the profitable use of by-products."

Directly or indirectly, the Standard Oil bargain will, in the New York *Journal of Commerce's* opinion, "tend to the manifest increase of national wealth, to the quickening of national energy, and the promotion of new forms of national industry." The Hartford *Courant* calls it "the best stroke of business done by the Chinese Government for the good of China since the Manchu rule was overthrown." And the Hartford paper, defying those who look upon the Standard Oil as a "public ogre," declares that the evil of graft in Chinese officialdom may be cured by contact with Standard Oil methods. Standard Oil men, we are told, "pay their men well, and they insist upon being well served, making each dollar invested produce its estimated result of service; and it is exactly this method that the new China needs to establish and enforce in order to raise her public service to an honest and honorable level of stability and usefulness."

Yet if we are to believe the Peking correspondence of the London *Daily Telegraph*, there are protests against the partnership in China, not alone from the Japanese, who are apparently outmaneuvered, but from influential Chinese, who request the cancellation of the contract. The same correspondent, noting the concessions recently given to Americans and another to a Japanese mining syndicate, declares that "it is daily, almost hourly, growing more patent that China is being sold up and that a general scramble is beginning." And he quotes from a Presidential appeal to the Provinces the statement that "if the liabilities now existing are not paid, the financial control will be seized by foreigners." The "ruination of Egypt and Korea," says the President, "should warn us that should China be partitioned through foreign intervention, all will share in the general calamity."

TOPICS IN BRIEF

As Villa sees it, an executive's job is to execute.—*Springfield Republican.*

ONE vainly searches the histories of Mexico for the word "antebellum."—*Columbia State.*

AT least John Lind might pose for a moving picture now and then.—*Houston Chronicle.*

CARNEGIE spends $2,000,000 for peace. The nations spend perhaps $3,000,000,000 a year for war.—*New York World.*

BEING a prohibitionist, Mr. Hobson is undoubtedly pleased that the Senate turned down the Glass.—*Houston Chronicle.*

PANCHO VILLA says he never went to school a day in his life. Which may be a lucky thing for the teachers.—*Cleveland Plain Dealer.*

IF Yuan continues at his present rate, it will shortly be impossible for us to recognize the Chinese republic that we recognized.—*Washington Post.*

COLONEL ROOSEVELT is examining a large tract of land in South America. Maybe it is his intention to start a little country of his own.—*St. Louis Globe Democrat.*

THE democracy of Henry M. Pindell, appointed and confirmed as ambassador to Russia, is seriously questioned. He has declined the office.—*Los Angeles Express.*

ANOTHER evidence that Congressmen occasionally hear from home in no uncertain terms is the knocking of the spoils rider out of the Post-office Appropriation Bill.—*Indianapolis News.*

ANOTHER reason why Japan has such a large navy is that a very good court-house or post-office pagoda can be erected out of $2 worth of bamboo girders, with a 50-cent papier-mâché roof.—*Boston Transcript.*

IF the Interstate Commerce Commission is given supervision over issuance of railroad securities, it will be but the Government further extending its control over waterways.—*Nashville Southern Lumberman.*

THE high cost of living seems to be unaffected by the law of gravitation—*Houston Chronicle.*

THE misfortune of Mr. Huerta is that he did not do it in Peru.—*Philadelphia Public Ledger.*

IT appears that the Princeton Tiger has no love for the one in Tammany.—*Washington Herald.*

JAPAN can't fool Hobson by cutting $15,000,000 out of her naval estimates.—*New York World.*

THE Pankhursts have had a family row. Perhaps they think militancy should begin at home.—*Charleston News and Courier.*

AND there are people in this country who would be glad to learn of Huerta how to get along so well without money.—*Houston Chronicle.*

THERE will be another Hague peace conference next year, if the various nations can spare the time from their navy-building activities.—*Washington Herald.*

WHILE the President of China will worship heaven and Confucius, his children are being tutored by a Baptist missionary.—*St. Louis Globe Democrat.*

"SECRET Service man remembers a face for twenty-six years," says a dispatch. Well, we'd rather have that kind of a memory than that kind of a face.—*Boston Transcript.*

THE suffrage sisterhood might take this occasion to ask Mr. Wilson if there is anything in the Baltimore platform about repealing the Panama free-tolls law.—*Boston Transcript.*

ANOTHER Baltimore plank that will be found shockingly "un-Democratic" and untenable is the one favoring a single term for President. Stick a pin there.—*St. Louis Globe Democrat.*

GUTZON BORGLUM says the sculptors whose names are on them never really made most of the statues in New York and Washington. That is equivalent to a verdict of not guilty.—*New York World.*

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FOREIGN COMMENT

WAR MUTTERINGS IN GERMANY

WHILE SOCIALISM and Catholicism are pointing at each other as "perils" to Germany, Professor Delbrück, who is probably Germany's greatest living historian, declares in the *Deutsche Revue* (Berlin) that the real peril is neither of these, but is rather Pan-Germanism. The Pan-Germanists are the ones who are always calling for a bigger army and more dreadnoughts, and exclaiming that the French Army is just on the point of pouring across the frontier. Their bellicose activities keep the nerves of all Europe in a constant state of irritation. An example of their utterances is seen in an address before the University of Marburg, reported in the *Frankfurter Zeitung*, in which Prof. Louis Traeger openly declared to the 1,300 students assembled before him:

"We live in portentous times. We must always bear in mind that sooner or later we give battle to our sworn enemy. War is inevitable, and the incidents of the Zabern affair prove how hurtful to Germany is the policy of reconciliation."

The Socialist organ *Vorwärts* (Berlin) says of this very frank utterance:

"The Naval League of Germany numbers 100,000 members; while the various associations of veterans, which include about 2,000,000 members in all, are genuine hotbeds of jingoism. We do not wish to speak of the venomous character of the teaching in our public schools, but we will remind our readers that the first atlas which is put into the hands of children nine years old contains a plan of the battle of Sedan, a plan of the battles fought around Metz, and one of the Siege of Paris. There is also a tracing of the routes taken by our armies in the invasion of 1870–71."

SUGGESTION FOR GERMAN OFFICERS TRAVELING.

The German officers say they are "harassed" and "insulted" in France. *Ulk* suggests that they wear blinders and ear-laps.

—*Ulk* (Berlin).

On the other hand, the *Hamburger Zeitung*, a distinctly Nationalist organ, prints a striking article from the pen of the Deputy Basserman, who heads the National Liberal party in the Reichstag. Mr. Basserman speaks thus bitterly of French vanity and self-confidence:

"It is in France, whose arrogance has become more and more inflated since she gained such brilliant success by her Morocco policy, that explosive matter exists in such vast quantities.

"When we surrendered Morocco to France, the ruling powers in Berlin counted on a period of tranquillity and conciliation. But the result has been just the contrary, and on the other side of the Rhine the spirit of restless dissatisfaction reigns supreme, as is shown by the way in which German guests of the neighboring Republic are harassed, as well as by the constant harping by French publicists upon the family and political ties which bind Alsace-Lorraine to France.

"The aim of France is to reconquer the annexed provinces, and thus to undermine the powerful position maintained by Germany.

"Let us rejoice over all the agreements we can make with France in Asia Minor and Africa, but let us not be so deceived by the treaties thus arranged as to think that the condition of the world justifies unquestioning confidence."

Admiral von Breusing is reported in the *Vossische Zeitung* (Berlin) to have delivered at Hanover a lecture in which he speaks for the Naval League, where he is a strong supporter of the views of Admiral von Koester, the head of the Navy at present in active service and one of the leading fire-eaters of his profession. This alarmist discoursed as follows:

"Many people are unwilling to believe in the imminence of a universal war, but all excepting those who are afflicted with softening of the intellectual and moral powers do not doubt it, for if France, in order to recover her military strength, did not shrink from resorting to this rule of three years' service, it is evident that such a course was not taken merely as a defensive but an offensive measure. And behind France stands England.

"In a war with France any repression exercised over the English import trade or that of the Indian Ocean, as well as in the Mediterranean, would be of the utmost significance. Who is to be the victor in such a struggle? It is very difficult to say, but one thing is certain. After a decisive battle the conqueror will carry off but small trifles in the way of spoil and the conquered will be left stript and beggared."

Such words bring the following comment from the *Freittinige Zeitung*, the organ of the Democratic party:

"We deplore the growing influence of those who treat of our foreign policy by dashing their fists down upon the table and denying the patriotism of all those who refuse to do likewise."

Really, however, we are reminded by another writer, there are two Germanys in the Empire, one of which has no sympathy whatever with the rattling of the saber in which the other delights. This is clearly stated by Mr. Paul Louis, who writes in the *Revue* (Paris):

"The French press, and indeed the press of the world, must wake up to the fact that there are really two Germanys. We find one Germany in the North, more or less dominated by the Prussian standard, with its violent and brutal manners, and always spoiling for a fight. And then there is the Germany of the South, going at a more moderate gait, of a more pacific and more sympathetic temperament, always indisposed to warlike demonstrations and anxious above everything for a pleasant life. This Southern Germany is opposed to the so-called 'advanced' Germany, which aims at political expansion and has so far become modernized. The South, in fact, rebels against the sovereignty of the saber and turns away from ancient feudal Germany which bows down before absolutism and is filled with the military spirit and the dictates of Pan-Germanism. There is here a differentiation very apparent to the eyes of the observer, and any one is mistaken who confounds two parties quite separate and distinct in their mentality and their aspirations. He would, in fact, by his views suggest to us a vision quite out of color with the reality. If he set face to face the two Germanys he would find that for a long time the North has reaped decisive advantages and the South would certainly not plume itself on any success similar to that which the North carried off at Zabern and the military court at Strassburg."—*Translations made for* THE LITERARY DIGEST.

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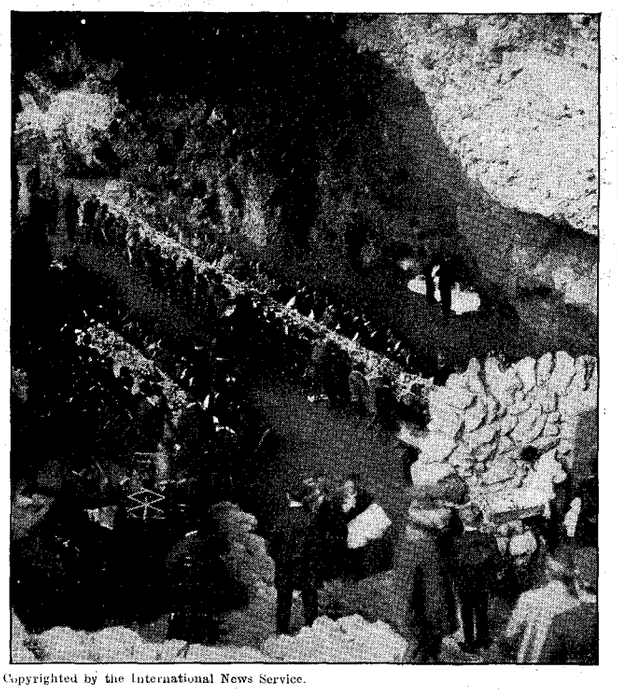
SPANISH INTEREST IN MEXICO

MADRID is giving deep attention to the commotion in Mexico. Many thousand native Spaniards live there and to a great measure control the life and property of the Mexicans. There is also a large amount of Spanish capital in Mexican banks, and, as we are reminded by



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DINING JAPANESE OFFICERS IN MEXICO.

One of the Mexican Government's efforts to court Japanese favor. The banquet is served in a cave of an old mound used by the Aztec sun-worshipers, as a delicate compliment to the rising-sun Empire.

the *Hamburger Nachrichten*, railroads and other industrial enterprises have been instituted by Spanish-born immigrants. Moreover, the Spanish Government has recently dispatched the war-ship *Carlos V.* to cruise in Mexican waters, showing the concern of the mother country for its former colony, which originally bore the name of New Spain. "Spain," says the *Nachrichten*, "has always felt jealous of English and North-American influence as likely to impair the Spanish-American individuality of the province conquered by Cortez." And we read in the *Imparcial* (Madrid):

"We have every reason for deeply distrusting the United States. We have already frequently pointed out how the northern Republic is attempting to take Mexico in her net. The 'news' originating in the United States of the revolutionary condition of horror in Mexico points merely to press maneuvers aiming at a long-expected annexation. We Spaniards have been treated in the same way by the yellow press. We know the experience of Mexico too well because we ourselves have been the victims of foreign journalists. We found at one time that all possible slanders and accusations were spread against us throughout all the world, with the effect that we found help and support denied us on every hand. But Spain must not let herself be fooled by the partial and misleading utterances of the foreign press, and must not regard the proceedings in Mexico in so dreary a light as represented. We feel quite positive that the country will quickly recover its industrial activity as soon as peace has been restored to it."

Other evidences of Spain's interest are cited thus in the *Nachrichten*:

"The most prominent men of Spain, ex-Premier Antonio Maura, the Republican leader Professor Azcaate, the playwright Echegaray, the novelist Perez Guldos, the lawyer Labra, the historian Ramon y Cajal, the painter Sorolla, for instance, have sent cablegrams to Huerta and Carranza in which they have earnestly imprest upon them that the bloody civil war is running Mexico to the ground, not only bringing commercial ruin, but also threatening to cause the subjugation of the country by the United States. The gentlemen named suggest the intervention of Spain in order that peace may be attained. The friendly intervention of Spain is also advocated by the International Peace Bureau of Berne."

The *Correo de Asturia* has the following interesting item:

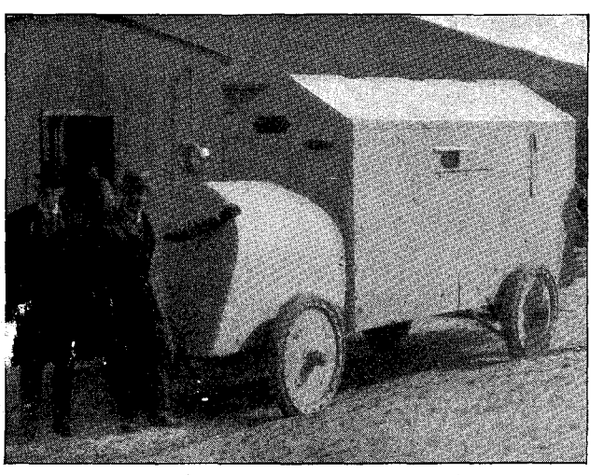
"A contract has been entered into between the Spanish Government and President Huerta for the manufacture in Spain and the shipping to Mexico of 30,000 Mauser rifles, 10,000 carbines, and a proportionate amount of ammunition. The Asturia weapon factory La Vega is busy filling this contract. We read in the Madrid papers that the question is being asked in the capital whether these weapons will serve the purpose of putting an end to the revolution or will prolong civil war to an indefinite period."—*Translations made for* THE LITERARY DIGEST.

AMERICA AS A NEW ZION

MR. ISRAEL ZANGWILL, president of the Jewish Territorial Organization, contributes an article to the London *Daily Chronicle* in which he sings the praises of the United States as "humanity's city of refuge." Mr. Zangwill's brilliant play, "The Melting Pot," sprang directly from the author's experience as president of an emigration society which settled 10,000 Jews in Western America shortly after the great massacres of the Jews in Russia. Speaking of the Jew as having no "homeland," and the Jewish race as being sometimes opprest or despised in Europe, this clever and patriotic Israelite proceeds to say of his race:

"There is none more in need of a land of liberty, none to whose future it is more vital that America should preserve that spirit of William Penn which President Wilson has so nobly characterized. And there is assuredly none which has more valuable elements to contribute to the ethnic and psychical amalgam of the people of to-morrow.

"The process of American amalgamation is not assimilation or simple surrender to the dominant type, as is popularly supposed, but an all-round give-and-take by which the final type may be enriched or impoverished. That in the crucible of



ARMORED MACHINE-GUN MOTOR-CAR

For use by the Mexican rebels.

love or even cocitizenship the most violent antitheses of the past may be fused into a higher unity is a truth of both ethics and observation, and it was in order to present historic enmities at their extremes that the persecuted Jew of Russia and the persecuting Russian race have been taken for protagonists—'the fell incenséd points of mighty opposites.'"

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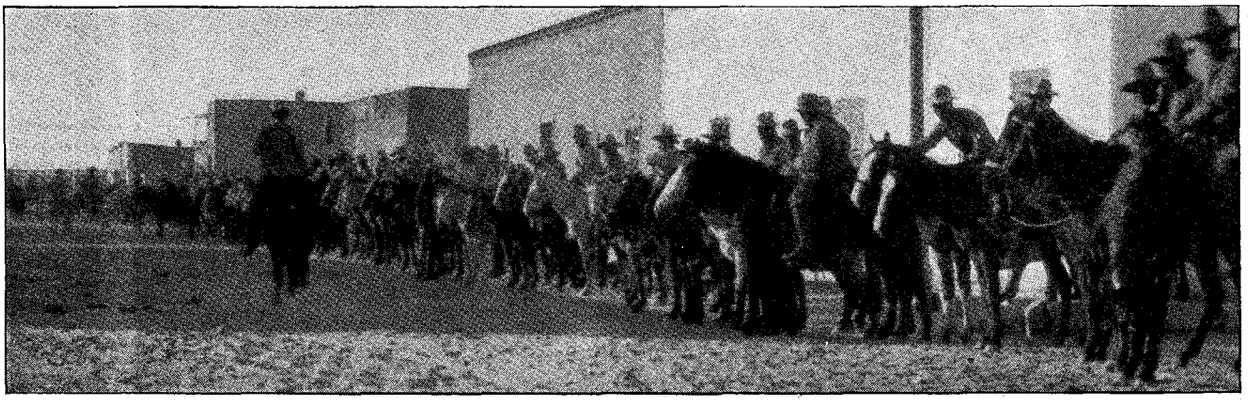


VILLA'S CAVALRY LINED UP FOR REVIEW BEFORE A BATTLE.

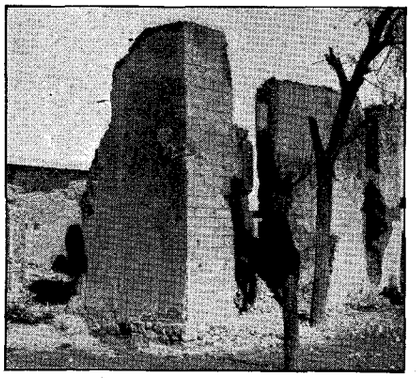
The advantages of the Jew in the United States are thus described by this eloquent writer:

"The Jewish immigrant is the toughest of all the white elements that have been poured into the American crucible, the race having, by its unique experience of several thousand years of exposure to alien majorities, developed a salamandrine power of survival. And this asbestoid fiber is made even more fire-proof by the anti-Semitism of American uncivilization. Nevertheless, to suppose that America will remain permanently afflicted by all the old European diseases would be to despair of humanity, not to mention superhumanity.

"The Jew in the United States is citizen of a Republic without a state religion—a Republic resting, moreover, on the same simple principles of justice and equal rights as the Mosaic commonwealth from which the Puritan fathers drew their inspiration. In America, therefore, the Jew, by a roundabout journey from Zion, has come into his own again. It is by no mere accident that when an inscription was needed for the colossal statue of Liberty in New York Harbor, that 'Mother of Exiles' whose torch lights the entrance to the New Jerusalem, the best expression of the spirit of Americanism was found in the sonnet of the Jewess, Emma Lazarus:

> Give me your tired, your poor,
> Your huddled masses yearning to breathe free,
> The wretched refuse of your teeming shore,
> Send these, the homeless, tempest-tossed, to me;
> I lift my lamp beside the golden door.

And if, alas! passing through the golden door, the Jew finds his New Jerusalem as much a caricature by the crumbling of its early ideals as the old became by the fading of the visions of Isaiah and Amos, he may find his mission in fighting for the preservation of the original Hebraic pattern."



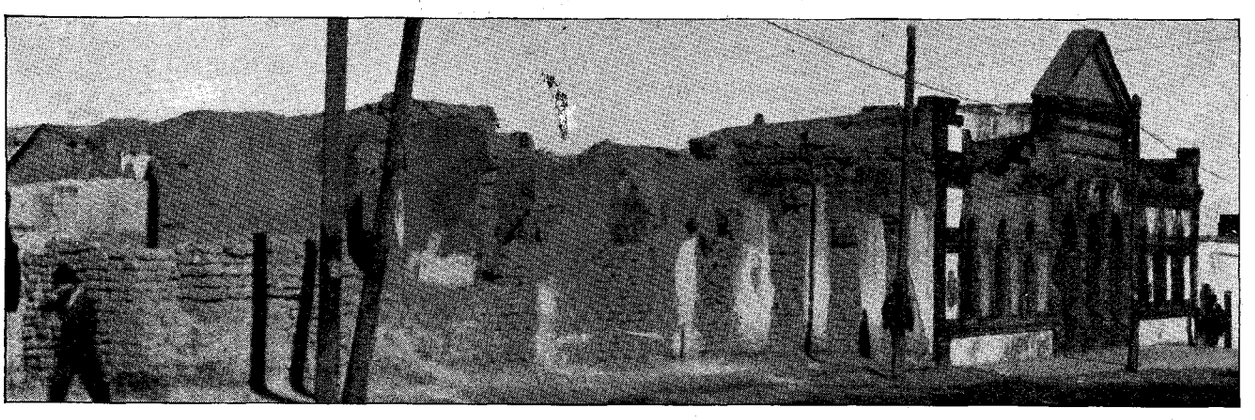
HE FAVORED HUERTA.

Home of a wealthy Mexican in Juarez who guessed wrong.

In his discussion of an American type to be cast from the vast alloy in the ethnic crucible of this country, he tells us that homogeneity in two or three races is impossible, as in England where, as is well known, two families will not intermarry because one claims Saxon and the other Norman descent. Then speaking of ex-President Eliot, of Harvard, and his opinion of the coming "Jewish solidarity in America and of the contribution of Judaism to the world's future," Mr. Zangwill says his own views are less optimistic, and proceeds:

"Dr. Eliot points to the still unmelted heaps of racial matter, without suspecting—altho he is a chemist—that their semblance of solidity is only kept up by the constant immigration of similar atoms to the base to replace those liquefied at the apex. Once America slams her doors, the crucible will roar like a closed furnace.

"Heaven forbid, however, that the doors shall be slammed for centuries yet. The notion that the few millions of people in America have a moral right to exclude others is monstrous. Exclusiveness may have some justification in countries, especially when old and well populated; but for continents like the United States—or, for the matter of that, Canada and Australia—to mistake themselves for mere countries is an intolerable injustice to the rest of the human race."



EVERY TIME JUAREZ "FELL" THE BESIEGERS FIRED AT THE POST-OFFICE—NOTE THE RESULT.

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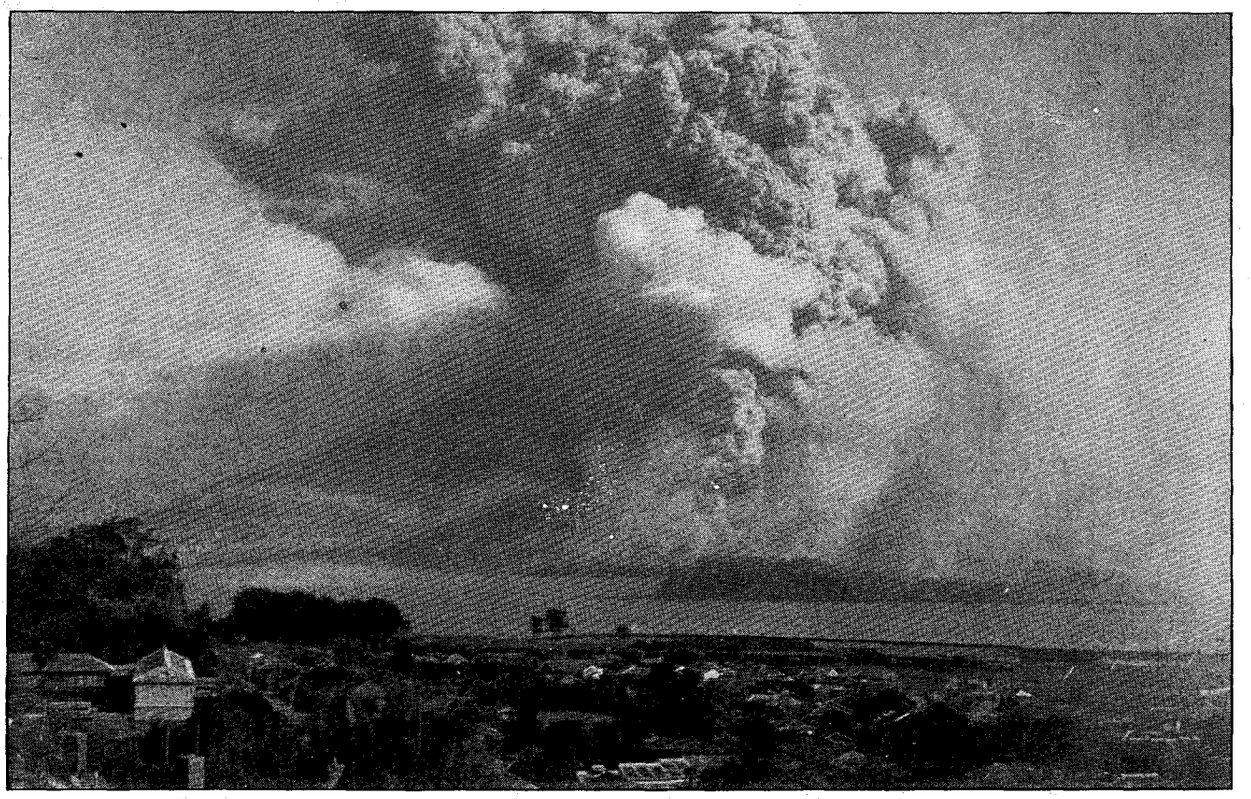

ERUPTION OF SAKURAJIMA (CHERRY ISLAND), AS SEEN FROM THE CITY OF KAGOSHIMA, ON JANUARY 14.

Hundreds of lives were lost, the island of Sakurajima itself, with its dozen villages, was flooded by a torrent of flaming lava and buried under a hail of incandescent rocks, and the beautiful city of Kagoshima, where the Satsuma ware is made, was partly destroyed, several towns and villages on the mainland to the east were severely damaged, and the villages of Akamidzu, Yokoyama, and Koike were literally swallowed up by the molten lava.

TURKEY AND THE ÆGEAN ISLANDS

TURKEY is certainly a die-hard. At the moment when she has been completely defeated and her territory in the Balkans almost wholly confiscated, she still is engaged in a fierce diplomatic conflict with two Mediterranean Powers. War with Greece to recover the Ægean Islands is expected by some observers; and Italy is at the same time insisting on certain demands that Turkey has no inclination to concede. Italy desires commercial privileges and facilities in Anatolia in compensation, as is alleged, for her surrender to Greece of several Ægean islands she had captured in the course of the Tripolitan War. Turkey is disinclined to grant them. As the *Tanine* (Constantinople) remarks briefly and defiantly, "The Porte will not surrender to the demands of Italy." Another Constantinople paper, the *Terdgaumani Hakikat*, is unable to see why Italy's gift of Turkey's islands to Greece entitles Italy to compensation from Turkey. But the *Tribuna* (Rome), on the other hand, obstinately avers that Italy will not budge, and boasts that the other Powers of Europe are at her back. To quote:

"Italy is assured of the support of her allies, and she has some reason to hope that the justice of her point of view and the loyalty of her intentions will also be recognized by the Triple Entente. In any case, these are her intentions, which are based on justice and are moderate in their claims. Far from having in view the crippling of Turkey, she demands neither money nor territory; but, on the other hand, she brings with her, in return for concessions in Asia Minor, a contribution of money and of energetic service.

"The participation of Italy in the economic activity of Europe in the eastern Mediterranean, as well as in the prosperity and integrity of Turkey, assures to this latter a new safeguard of equilibrium, of security, and of independence.

"Italy does not wish for territorial acquisitions, but is a great Mediterranean Power. She desires at any price to participate in the peaceful struggle entered upon in the domain of economics by the great Powers and to secure in the eastern Mediterranean a situation worthy of her. This is a vital point for the interests of Italy, and she will not cede it at any price.

"With calmness and prudence, without impatience, without haste, but serenely carrying out a policy of real issues, Italy has quite decided to attain her end, which is moderate and perfectly compatible with all legitimate interests of Turkey and of Europe."

According to the *Jeune Turc* (Constantinople), Turkey looks for a peaceful solution of the dispute with Greece:

"Inasmuch as any decision that Europe makes on the question of the islands occupied by Greece is of no importance in the eyes of Turkey, the solution of the difficulty is the business of Turkey and Greece alone.

"We admit the possibility of finding a solution which will satisfy the legitimate wishes of Turkey and at the same time avoid shocking the *amour propre* of Greece.

"Official circles at Constantinople are now feeling the pulse of popular opinion in relation to the question of the islands occupied by Greece. Without abandoning Chios and Mitylene to a foreign State, Turkey hopes to find some ground for a mutual understanding which will be all the more easy if Greece assumes a conciliatory attitude, and if, as is affirmed, the Greek ministry has received instructions to discuss the administrative question on the basis of safeguarding the interests of the various elements of the population and of giving autonomy to all of the islands under the suzerainty of the Sultan."

But affairs between Turkey and Greece have come to such a deadlock that the *Hamburger Nachrichten* discusses the danger of a war. We read in this influential paper that "a bellicose explosion between Greece and Turkey can only be hindered by the intervention of the Powers," and it adds:

"Greece stands ready to defend her right to the islands which have been promised her. The possibility of war is made evident from the fact that battle-ships are gathering in the Ægean."—*Translations made for* THE LITERARY DIGEST.

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THE SUN AS A SURGEON

THE HEALING VIRTUES of sunlight, in a general sense, have been recognized from the dawn of human history, and are embodied in a thousand myths of the sun-god. But it has remained for our own generation to discover that direct sunlight is not merely beneficial in stimulating the general health and raising the tone of mind and body, but possesses a therapeutic value in certain maladies which borders on the marvelous. This new method of treatment by means of prolonged exposure of the naked body to solar rays is termed heliotherapy. It has been found particularly helpful for tuberculosis of the bones, joints, and ganglions. But it has met with marked success in other diseases also, including acute rheumatism, and even certain affections of the eye. In the *Presse Medicale* (Paris) for February, 1913, Dr. Armand Delille thus addrest himself to his fellow physicians:

"All the forms of external tuberculosis, known as surgical tuberculosis, are amenable to heliotherapeutic treatment, and receive benefit thereby, with results at times so stupefying that they seem to touch on miracle."

In an article in *La Revue* (Paris, December 1) Dr. Leon Cerf quotes these words approvingly, declaring their enthusiasm to be entirely justified, as he then proceeds to prove by citing the facts. We read:

"Heliotherapy dates back fifteen years. During the whole of this period it has been experimented with, 'controlled,' and perfected until to-day we possess an exact conception of its real value. It is to the Lyonnaise school that we are indebted for it. Professor Poncet was the first, and for a long time the only one, who applied it in the cure of various affections."

Professor Poncet, who died last September at the age of sixty-four, was a member of the surgical clinic in the Faculty of Lyons, and it was under him that Dr. Alexis Carrel began his surgical studies as an interne. Dr. Poncet made use of heliotherapy for treating osteo-articular tuberculous affections as early, in fact, as 1892, and imprest the value of solar exposure upon all his pupils. In 1899 the definite statement was made that Professor Poncet believed that the beneficial effect of the exposure of tubercular manifestations to solar rays (by a prolonged sun-bath) extended not only to local tuberculoses (of the ganglions, bones, etc.), but even to those of the internal organs. But like other prophets he was honored by belief at first more in other countries than in his own. Says Dr. Cerf:

"If Poncet was the first deviser of this method, its great propagator was Dr. Rollier, a Swiss physician of Leysin, who benefited his patients by solar rays on snow-covered peaks; and he became the ardent advocate of a treatment which gave him unhoped results. He did not cease repeating before congresses and learned societies the statistics of the cures he had obtained; he did not weary of showing to all the striking photographs of his patients, irrefutable proofs of the transformations effected by the sun.

"In 1911 Rollier possest statistics of 369 invalids suffering from external tuberculosis and treated by heliotherapy. He reported 284 cures (78 per cent.), 48 improved, 21 stationary, and 16 dead (4 per cent.). These results are absolutely remarkable; above all if we take into account the fact that the majority of these invalids were suffering from complications which justified the most somber prognostications. On February 29, 1912, Dr. Rollier exhibited to the Society of Physicians at Leysin numerous photographs and radiographs relating to divers varieties of tuberculosis of the bones of the foot, complicated with infected fistulas, rebellious to all the usual treatments and nearly all apparently calling for amputation. In all these cases heliotherapy had given results surpassing the most optimistic hopes, and in 44 cases a complete cure was obtained. . . . . .

"The transformation of the subjects under the solar rays is characteristic. Completely exposed to the sun, but sheltered from the wind and with the head protected, pigmentation of the skin is very rapid; at the end of a month or two brunettes take the color of rosewood and actually look like negroes; blonds become mahogany-colored. The general aspect is modified and becomes blooming; the muscles are regenerated; the digestive functions are regularized. This rapid amelioration of the general condition is accompanied by notable local modifications."

Then follow paragraphs which give data of cures in tubercular and other affections. *Coxalgia*, or white tumor of the knee, is not only healed, but the joint remains mobile, a result which is said to be always lacking where surgical interference is resorted to. Dr. Œlsnitz, of Nice, has found the treatment useful in tubercular peritonitis, while Emmet, of Philadelphia, and Snéguireff, of Moscow, had excellent results from the solar bath in cases of acute muscular rheumatism. It is likewise declared to be good for wounds, especially infected wounds, and Dr. Aimes, of Montpellier, even found that it hastened the formation of scar-skin in extensive burns, which usually heal so slowly. It has been shown to be helpful in trachoma, while the serious eye-malady, conjunctival tuberculosis, is stated to actually "vanish" under this treatment. It will be noted that the physicians indorsing this treatment are located in cities widely differing in geographical and climatic conditions. This fact lends emphasis to the statement strongly insisted upon by Poncet and Leriche, when placing the results of their studies before the Academy of Medicine—namely, that the results can be obtained wherever direct sunlight can be had, whether on mountain-top, on sea-coast, in the desert, or even on the roof of a crowded tenement in a congested quarter of a city.

"It was at Lyons, the city of fogs, or in the surrounding country that Poncet gathered the observations which established his conviction, and one of the most surprizing results was 'paradoxically obtained on the fifth floor of a tenement in the midst of the city and getting the sun only in the afternoon.'"

Further confirmation of this was made in 1911 by a German surgeon named Bardenhauer, living in Cologne, likewise situated in a low, foggy plain. Dr. Bardenhauer had long been a champion of the knife in external tuberculosis, and he undertook to "control" Rollier's experiments to test their value. The results were so wonderful that he introduced the system of "insolation" into his hospital practise. It may be supposed that a treatment so valuable, so inexpensive, and so easily and widely applicable may be used without an attendant physician. Dr. Cerf, however, urges that every case should be in charge of a doctor, so that the proper "dose" may be administered, that progress may be observed, that auxiliary methods may be skilfully applied, etc.

However, one suggestion, strongly supported by Dr. Leriche, is well worth consideration by municipal directors all over the world. He strongly advocates the erection in the suburbs of cities of solaria simply and cheaply equipped for applying this solar-bath to convalescents and other patients not demanding especial treatment by the usual hospital methods. Thus an enormous relief to regular hospitals would be afforded. And the saving effected would probably be more than sufficient to maintain the sun-cures. Thus, in the words of Leriche himself, we may at less expense than by present treatment "conserve a considerable human capital, with its integral value."

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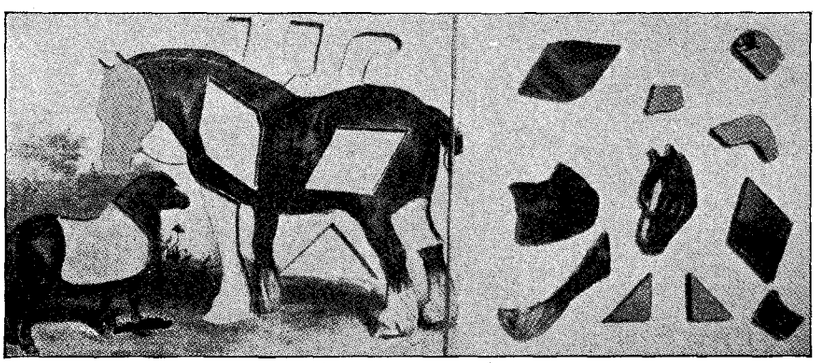
MENTAL TESTS BY PUZZLE PICTURES

FEEBLE-MINDED PERSONS likely to become a charge on the community are excluded from entrance to the United States under our immigration laws. It therefore becomes necessary to employ some discriminating test at the ports of entry, for a disqualification of this kind is not always evident to the eye. One of the most successful methods used in New York, we are told by Dr. M. K. Gwyn, of the United States Public Health Service, is the use of what are called "puzzle pictures." As he writes in *The Medical Record* (New York, January 31):

"A great deal of work has been done during the past two years in detecting the feeble-minded among aliens arriving at Ellis Island. . . . It was necessary to secure tests which could be used in common among a mass of people of various races, or varying school advantages, together with a large number who were utterly illiterate.

"The most hopeful method appeared to be a series of performance tests. What may be called the Healy frame, and the Fernald test, and the Healy Picture Puzzle, taken from the series of tests devised by Healy and Fernald, have been found of great value. To show the value of the picture puzzle in determining feeble-mindedness among defective immigrants, a small series has been tabulated from the case histories available at the present time. The time only has been recorded, and ten minutes allowed for the test. The picture with the cut-out parts lying by its side are shown to the alien, and he is told that this is a picture which can be completed by filling in the vacant spaces with the pieces lying by the side of the picture. He is also told that the pieces will all go in easily when placed in the right position, that it is not necessary to use force. The parts are so cut as to give a clue to the correct position by shape and color and reference to animals in the picture. If successful the time is recorded in minutes and seconds.



IF YOU CAN DO THIS PUZZLE, YOU ARE SANE ENOUGH TO BE AN AMERICAN.

Picture-puzzle test for alien defectives.

"A failure is recorded as 'F,' followed by the time within ten minutes during which the alien works at the test before deciding that he can not do it. Normal aliens over 16 years of age will usually solve the picture within two minutes; defectives, on the other hand, require more than five minutes, if they are successful at all. The main portion of the picture gives comparatively little trouble except to the idiot and imbecile, who here fail utterly. The fitting of the two component triangles into the large triangle takes ordinarily twice as much time as the rest of the picture.

"It is here that the defective shows up so glaringly with his absurd mistakes. The fact that the two right triangles are the component parts of the isosceles triangle is not noticed at all until, by a process of elimination by fitting the rest, they are the only two pieces left on the board. At this point I have frequently seen the alien lift up the board and look underneath to see if there were some parts missing. Almost invariably this is left to the last, altho during the fitting of the rest of the picture he may pick up one of the triangles only to drop it immediately in favor of some other part of the picture. Altho no single test is sufficient for a diagnosis, as a general thing it will be found that immigrants who take more than three minutes to solve this puzzle correctly should be gone into further before deciding that they are normal. It has been found in practise that an alien who solves the picture puzzle in two minutes or less will usually solve the Healy frame and Fernald test equally as well, but I have not been able so far to determine the lower age limit at which success is attainable for the picture puzzle, as most of my cases have been over sixteen years of age. But in the few instances in which I had an opportunity of testing the picture puzzle in nine-, ten-, and twelve-year-olds, they have failed to solve the triangle, altho successful with the rest of the picture.

"At present this puzzle appears to be essentially an adult test, that is to say, that altho those under sixteen are successful in filling in the geometrical portions of the puzzle and the portions of the figures cut away, with the exception of the isosceles triangle, it requires the adult type of mind to solve this latter difficulty."

A YEAR OF AVIATION

SANE AND STEADY PROGRESS was shown during the past year in the development and use of contrivances for aerial navigation. Such is the conclusion of Chance M. Vought, technical editor of *Aero and Hydro* (Chicago), in reviewing the events of 1913 in his specialty. There has been no marked change in design, nor have any new and startling types been evolved. Progress has been in the details of construction and increased stability, rather than in the advancement of new theory, and yet we are assured that the year's advance has been a remarkable one. Aviation has arrived, we are told, at that stage of perfection where there is absolutely no excuse for structural failure. It has been demonstrated, in some rather odd ways, that the aeroplane possesses far greater stability and strength than was generally supposed.

Steel is beginning to replace wood, particularly in machines designed for military use, and perfection of detail bespeaks an industry well established. Mr. Vought goes on to say:

"An advance of great import is the production of the high-speed biplane, now rendered as a type almost equal to the monoplane as a speed machine and possessing other equally desirable attributes in greater comparative structural safety and wider radius of action. . . . . .

"Particularly in cross-country flying have the aeroplanes and dirigible balloons established their reliability and endurance. One has but to make a hasty chronological survey of the happenings of 1913 to appreciate the notable progress along the lines of stability and endurance.

"The feat of Brindejonc des Moulinais is still fresh in our memories. In stormy weather he flew his 80-horse-power Morane-Saulnier monoplane from the French capital to Warsaw, Russia, in 10 hours and 12 minutes, averaging 91.47 miles per hour, with but two stops. Victor Stoeffler, the German Albatross pilot, flew with a passenger to and fro across Germany in a circuit of several of its principal cities and covered a total distance of 1,352 miles in 22 hours 47 minutes, an average speed of about 58 miles an hour, including stops, with many leagues traversed under cover of night.

"Depending solely upon the mechanical perfection and reliability of his aeroplane and its motor, Roland Garros flew from the Riviera to Tunis on the African coast, making more than 510 miles in a continuous flight of about eight hours' duration against considerable head-wind. With hundreds of miles ahead, he set out *sans* pontoons or other flotation devices, such was his confidence in the unfailing qualities of the light-weight aero-engine.

"Moreover, the air-line between Berlin and Paris is a reality. Non-stop flights between these two great centers of European life are now commonplace. A score or more pilots have made the journey in all weathers, under all conceivable conditions. Only last month several 3,000-mile aerial trips were completed in record time, while the tours by Brindejonc, Daucourt, Carganico, and Bonnier eclipse all past years' flying, and now we nonchalantly look for—a transocean journey.

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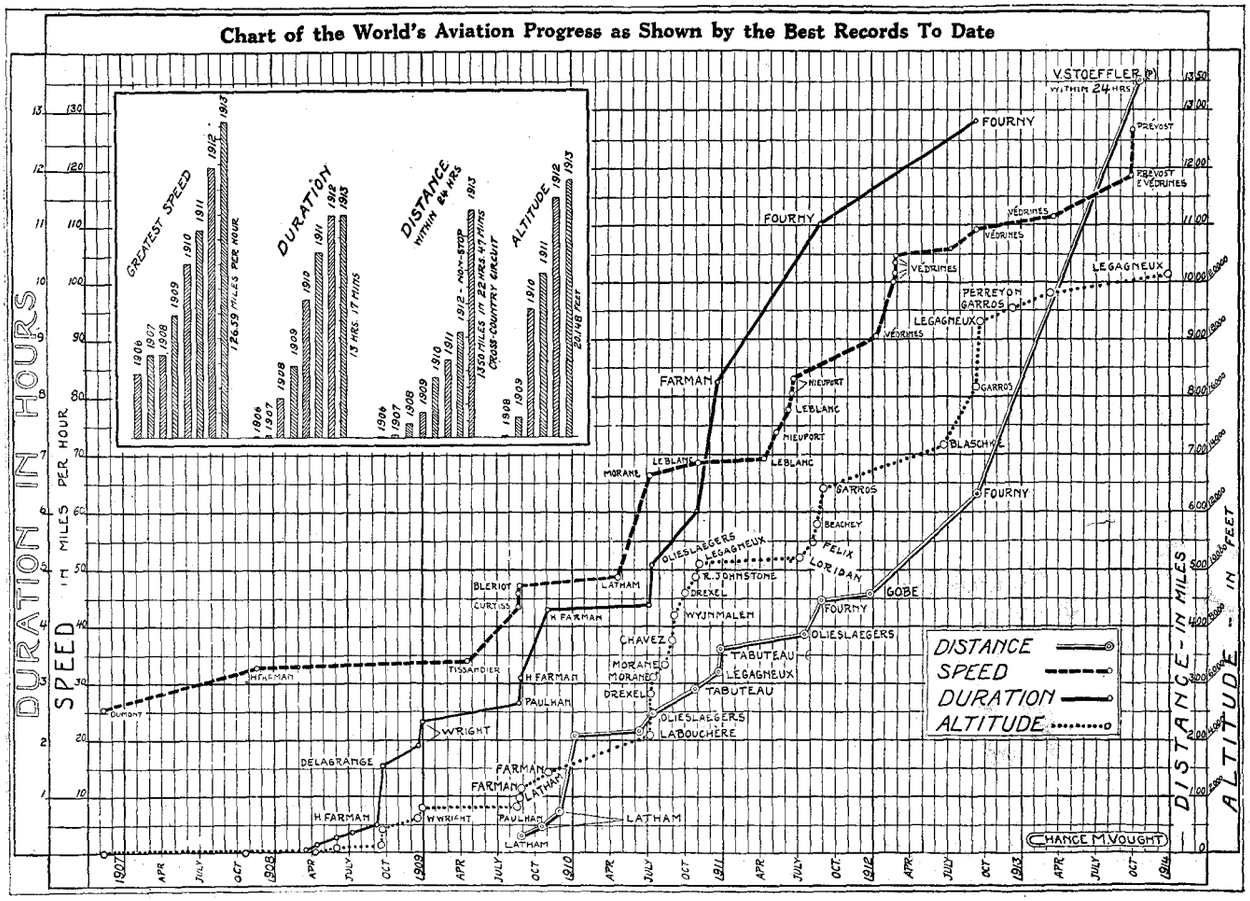

From "Aero and Hydro," Chicago.

"THE MARCH OF EVENTS AVIATIC HAS BEEN PHENOMENAL. . . . WONDER FOLLOWS WONDER."

"In the matter of actual air speed we find a fast-flying record of 124.77 miles per hour made in the last Gordon Bennett aviation speed classic. This was attained by Prévost over a five-kilometer closed circuit, with a 160-horse-power Dep monoplane. The total distance of 200 kilometers (124.2 miles) was covered in less than one hour.

"Eugene Gilbert, however, won the Pommery cup at an average speed in excess of 124 miles per hour by flying from Paris to Putnitz, a straight-line distance of 650 miles.

"The altitude record stands to the credit of Legagneux, who bettered Perreyon's 19,650-foot mark by going up to 20,184 feet, nearly four miles above the earth. Von Blaschke set the two-passenger altitude mark at 11,740 feet. The former duration record by Fourney, as well as his closed circuit non-stop distance mark, still stands as an achievement of 1912, both of which were made with a monster biplane. This year saw, however, the successful flights of another giant machine, the Sikorsky, of 400 horse-power, in which passengers were accommodated instead of large quantities of fuel, as was the case with Fourney's mount. The Sikorsky had 1,358 square feet of supporting surface, and with seven passengers in its spacious cabin flew for over an hour. With 12 up, a world's record flight was made with a 15-minute trip at St. Petersburg, Russia.

"In the construction and operation of huge dirigibles the Germans are undoubtedly supreme, and in spite of several shocking fatalities of the year, the work is going forward with greater impetus and precision and the many brilliant successes, notably lengthy voyages and maneuverability, largely offset the many disasters."

In our own country, Mr. Vought records some notable overland flights which, while not epoch-making, are nevertheless milestones of progress. In the New York Aerial Derby last fall five aeroplanes of different types started for an overwater circuit of Manhattan in winds with officially recorded velocities of 40 to 50 miles per hour. Only a few minutes separated the leader and the fifth contestant to cross the tape. On the military side the United States has a small but highly efficient flying corps with officers versed in the science. Our military aviators traversed 39,294 miles in the air during the year. As for our naval air-force, it is destined, Mr. Vought thinks, to become a powerful fighting auxiliary. During the year 2,118 flights were made and 1,470 naval passengers carried for instruction or observation. Many tests and researches have been undertaken, the most important development being, perhaps, the successful "catapult" starting device for launching flying-boats from men-of-war. To resume our quotation:

"Altho the French hold five of the important world's records, the Germans three, the English one—a seeming index of pre-eminence—we in America possess a development far in advance of the rest of the world in the aero-hydro, the flying-boat, air-boat, or aero-boat, as it is variously called. This new vehicle of sport and pleasure is rapidly finding favor, since it offers a safe mode of travel over or on the water at express-train speed. This realization of safety and utility has resulted in the sale of more than two score to private owners, most of whom are acting as their own pilots. It has been estimated that more than 135,000 miles have been flown by these amateur sportsmen-pilots, with insignificant upkeep expenses, and without an accident of moment. Several factories are being operated day and night to supply these winged motor-boats to the new adherents of this mode of overwater travel, while the approach of winter saw an exodus of flying-boat men to summer climes to pursue the exhilarating sport. . . . . .

"During the year we have had a large number of men, old and young, representing the real amateurs, learning to fly and purchasing machines, and one of the best signs for the future of flying is the growth of intelligent interest by the public in the genuine sporting side of aviation. . . . . .

"Truly the march of events aviatic has been phenomenal. Marvel has succeeded fast upon marvel and wonder follows wonder with such bewildering rapidity that the great movement is worthy of all the stimulus the public support can give it. Who can say how significant is the success of several stabilizers to endow the aeroplane with satisfactory automatic stability? These have been brought to light since the summer, notably the Macy device, the Sperry gyroscopic control and that of Orville Wright, the latter demonstrated publicly on the last day of the year."

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LAZINESS AS A DISEASE

WHEN the wide prevalence of hookworm was first announced, a number of years ago, the humorists of our daily press heralded what they termed the discovery of "the microbe of laziness"—extreme indolence being a well-known symptom of the malady. But the disease due to hookworm is not the only one that causes laziness. Indolence is a symptom of a very large number of disturbances, both physical and mental, and when a person, whether child or man, seems obsessed by it, the first thing that should be done is to have that person examined medically. Many a worker, many a child, has been blamed for indolence, when he was actually in need of medical treatment. Says a writer in the *Revue Scientifique* (Paris):

THE PORK OF THE FUTURE?
A pair of pigmy hippos in the New York Zoo.

"Besides the kind of laziness that may be classed as physiologic, which is due to fatigue and which is instinctive, there is a laziness clearly that of disease, the result of disturbances of the physical organism or of functional troubles of various kinds.

"Certain subjects are lazy because they are suffering from symptomatic asthenia, from infection or intoxication, from tuberculosis or diabetes, from failure of the viscera or glands to function properly. To this last-named class belong notably the so-called Addison's disease and indolence of thyroid or myxedematous origin, so well known to the clinicians.

"In many other individuals laziness is the result of a retardation, greater or less, of the psychomotor functions. This second variety of pathologic laziness is met in nervous and mental affections; it may be temporary, as with certain epileptics . . . who show alternation of periods of excitement accompanied by mental instability, with periods of melancholic depression. This laziness is almost habitual in certain cases of cerebral tumor, and in the neurotic, abnormal, unbalanced, unstable, and hypochondriac; or following injury to the skull.

"G. Haury has even shown that among those who have been injured in the course of their employment there exists by the side of failure of strength, due to wounds, a special mental state resulting from autosuggestion. This state, which aggravates the indolent condition, is known under the name of sinistrose.

"Among mental diseases properly so called, the psychoses of melancholic or asthenic form, states of mental weakness of paralytic or alcoholic origin, furnish the explanation of the inertia, apathy, and indifference observed in certain subjects ordinarily called 'lazy.'

"The notion of pathologic laziness is extremely important, particularly for those who have charge of groups of persons; it is thus that to officers of the law it may explain the morbid origin of certain infractions of discipline and to educators it may show how necessary it is to consider a large number of lazy children as simply diseased."—*Translation made for* THE LITERARY DIGEST.

TO GROW PIGMY HIPPOS FOR MEAT IN GULF SWAMPS

ERE LONG we may be sitting down to a dinner of roast hippopotamus—at least so we are assured by a writer in *The Journal of Heredity* (New York, February). The pigmy hippopotamus, a native of Liberia, furnishes excellent meat, is easily domesticated, and will pasture on swamp-land useless for other purposes. There is enough land of this sort in the Gulf States to grow a million tons of meat a year, worth about a hundred million dollars; and this without drainage or special treatment of any kind. Such a possibility was outlined by W. N. Irwin, before the American Breeders' Association several years ago, in a discussion of possible increase of meat-production in the United States by the introduction of mammals not now found in this country. He remarked:

"In selecting species for introduction, it is very important that we consider the food supply that they will require. We have several large areas well adapted to certain kinds of animal life, and not now producing, for the reason that the animals are not there. The area of greatest promise is in our Gulf States, and consists of over 10,000 square miles (6,400,000 acres) of water and marsh surface, with a sufficient quantity of marsh grass, water-hyacinths, and other aquatic plants now growing to support thousands of animals adapted to those conditions. If properly seeded to water-hyacinth and other aquatic plants, this vast region would be capable of producing a million tons of meat per annum, worth $100,000,000. This area should be stocked with hippopotamus, the flesh of which is highly esteemed and, when salted and cured, is known in the Cape of Good Hope as Zee-Koe Speck (lake-cow bacon). The fatty mass lying between the skin and the flesh or muscles is considered one of the purest of animal fats, and is in great demand among the Cape Colonists. These massive animals were to the English settlers in Cape Colony what the buffalo was to the pioneers in the settlement of our great prairies, and, like the buffalo, were almost heedlessly exterminated."

Mr. Irwin's proposition, we are told by the writer, met with no acceptance, as it was pointed out that the hippopotami would be impossible to control. The introduction to the United States of the pigmy hippopotamus of Liberia, however, offers an animal that can be easily controlled and kept in fences, furnishes excellent meat, and may have a real economic future under such conditions as Mr. Irwin outlined. We read:

"This hippopotamus (*H. liberiensis*) is ignored in most scientific works, and to be found in few zoological parks. The New York Zoological Society now possesses three, however, which have aroused the interest of practical breeders as well as zoologists.

"The adult male, supposed to be ten years old, is thirty inches high at the shoulders, seventy inches in length from end of nose to base of tail, with a tail twelve inches long. His weight is about 420 pounds. The female is believed to be only three years old, and when received (1912) stood eighteen inches high at the shoulders, weighing 176 pounds. The Director of the New York park, Dr. William T. Hornaday, describes them in the Zoological Society Bulletin (July, 1912) as follows:

"'The pigmy hippo is characterized first of all by its midget size, which in the adult animal is about equal to that of a twelve-months-old baby hippo of the large species. Its skull is more convex, or rounded, on its upper surface, than that of *H. amphibius*, its legs are longer and more slender in proportion, and its eyes do not 'pop' out of its head like those of the giant species. Another striking character is the long tail, which in proportion is about twice as long as that of its only living relative, *amphibius*.'"

Major Hans Schomburgck, military attaché of the Liberian legation at London, who spent a year in Liberia securing these animals for Carl Hagenbeck, is quoted by the writer as saying:

"The greatest difficulty in hunting the Liberian hippopotamus is that, unlike their big cousins, they do not frequent the rivers. They make their home deep in the inhospitable forest, in the dense vegetation, on the banks of the small forest streams; but, not satisfied with the protection the forest affords them,

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they enlarge the hollows which the water has washed out under the banks, and in these tunnels, where they are invisible from the bank, they sleep during the heat of the day."

Schomburgck succeeded in catching his pigmy hippos by digging over a hundred pits in places frequented by the animals. We are told further:

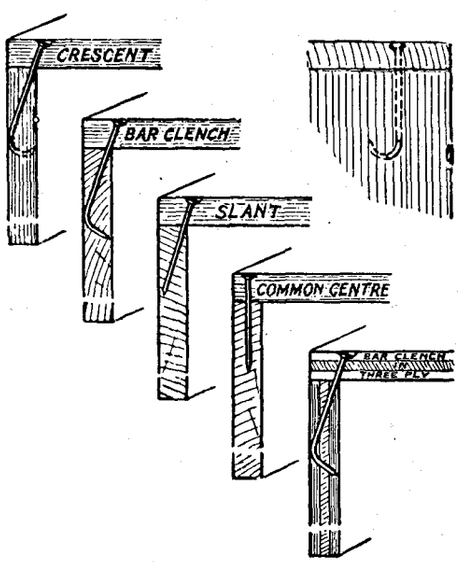
"The difficulties of transport to the coast, and thence to Europe, were great, but the animals stood them well, and apparently are not troubled by small discomforts or bothered by oversensitive nervous organization. There is every reason to suppose that they would be adapted to semidomestication in the swamps of the South, unless the supply of food in winter proved too small for their needs. Such a question can only be tested by actual experiment. In case they proved unable to live comfortably on the roots which they could grub up during the colder months, it might be entirely practicable to pen them up and feed them.

"As to their hardiness in the open air in the Gulf States during winter, there is no evidence, but it need not be presumed that because they come from a tropical country they could not adapt themselves to the southern United States. Many of the domestic animals in the temperate zone are of strictly tropical origin.

"At present the cost of breeding animals is prohibitive, the New York Zoological Society having paid $12,000 for three, but if this difficulty is overcome, animal-breeders will have an opportunity to try an experiment that will be as certainly interesting as it will be probably important."

HOOK-NAILING: A NEW METHOD

A NEW MACHINE for nailing boxes, combining a great saving of material with increased strength, is described in *The Engineering Magazine* (New York, January). It not only drives the nails, but clinches them, so that the boards, altho much thinner than used to be necessary, are held together more firmly. It must have struck many users of boxes, remarks the writer, that the thickness of timber they were compelled to operate upon has been really beyond the requirements of the case. The reason is the difficulty in securely fastening together the sides, bottom, and top of the box by the ordinary method of nailing when timber below a certain thick-



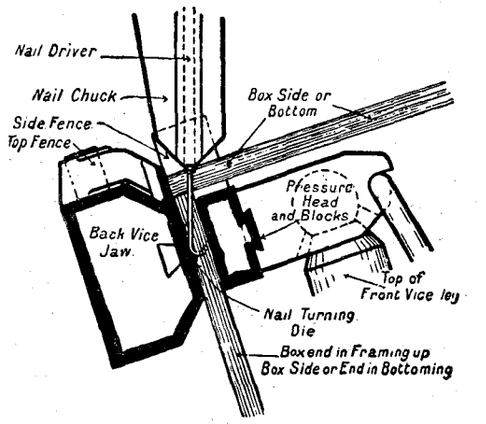
Illustrations by courtesy of "The Engineering Magazine," New York.

DIFFERENT KINDS OF NAILING.

ness was used, owing to the danger of splitting the boards or of making an insecure joint. He goes on to say, in substance:

"This problem has occupied the mind of an engineer who is responsible for the expenditure of some thousands of dollars per annum upon timber used in box-making. He recognized at an early date that if a form of nailing could be devised which embodied a clinching or locking action, the thickness of timber could be considerably reduced. He finally devised a new system of nailing for box-making generally, whether with the ordinary wood box or with three-ply boards, or even with cardboard. This system has been termed 'hook'-nailing, which well describes the principle, as will be seen.

"The nailing is effected in a nailing-machine fitted with a patented vise attachment which automatically grips the under



ACTION OF NAIL-TURNING DIES.

or vertical board while the nails are being driven. The back jaw of the vise carries a series of nail-turning dies, so shaped as to turn the nails back into the timber in hook form.

"The nails are driven angularly across the intersection of the boards, then through the outer face of the box side or end, and turned back into the timber in hook form. The nail-turning dies are made in two forms, being known as 'straight,' or 'bar,' dies, and 'curved,' or 'crescent,' dies. The bar dies turn the nails straight back into the timber. These are most suitable for driving nails across the grain, as when nailing on bottoms. The curved or crescent dies turn and hook the nails back into the timber in a diagonal direction, as shown in the sketch of crescent driving, this form being used for frame-nailing with the grain, as when nailing sides to ends. The dies make slight impressions in the board, but cause the nail stitches to lie beneath the surface. The indentation, however, does not materially detract from the neat appearance of the boxes."

The saving of timber by this method amounts to approximately 25 per cent. in the making of complete small boxes and up to 50 per cent. on the ends of such boxes. The risk of theft is considerably reduced also by the use of the hooked nail, it being practically impossible to open the box without damaging one or more of the panels. We read further:

"In construction the main portion of the machine is similar to the ordinary type of nailing-machine, but modified to carry the vise-nailing apparatus.

"In working, the operator on the framer inserts a box end between the vise-jaws with his left hand, and then with his right hand a box side is placed above the end, and both held close up to the nail chucks, using the latter as a top gage and taking care that the boards are close up to the side fences, on both the back jaw and table. A pedal is then deprest and the nails are driven, after which the nailed-up boards are removed to the left hand, and the operation is repeated until the frame is completed. There is no need to place a loose side on the table when beginning to nail up the frame, as the vise-grip takes the thrust of the nails, and not the table, as in ordinary nailing-machines. The frame being completed, the operator of the bottomer places the frame over the pressure-head, then a bottom in position up to the chucks. All four edges can be nailed in sequence.

"The apparatus is, in fact, a nailing-machine on a small scale. It has a nail reservoir, from which the nails are delivered by a cut-off into a nail-chuck or box, through which they are driven by a weighted plunger. Adjustable angle-plates are fitted at the bottom of the chuck to determine the position and direction of the nail. This device is held by the operator in the left hand, while the plunger is worked by the right hand. The whole thing is very light, and its accuracy in quickly driving a 1-inch nail is remarkable."

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LETTERS AND ART

A "VISITING REPERTORY" TO MAKE THE BEST PLAYS PAY

PLAYS of the best sort, that is, those of the higher spiritual appeal, have a sorry time of it when they depend on the commercial manager to go as their sponsor. It has long been conceded that their only hope for even the brief existence their smaller audience could warrant them is to be found in the "repertory" theater that will present a sheaf of them, each in its turn. But such a theater is almost too much of a dose for even our biggest cities in America to swallow. If they could have company in making the wry face, it is thought by some, they might see the proffered spoonful with less trepidation. Hence the "visiting repertory." Great Britain has had for several years various repertory theaters, such as Miss Horniman's at Manchester and others less well known in Liverpool, Glasgow, and elsewhere. The Abbey, of Dublin, is perhaps the most famous of all. The nearest approach we can seem to make is in our "stock" companies, but these are rarely if ever original producers. Now, it appears, a suggestion is mooted to make cities like Chicago, Boston, and New York share in a repertory venture, and do something like pioneer work for the uncommercial play. Of course Chicago has had her finger in such a pie for eight years or more; has indeed had its "New Theater," a little less spectacular in career than New York's, but just as definitely disastrous. However, unlike the Eastern city, it has produced various phenixlike successors, and the present one, called the Chicago Fine Arts Theater, is being directed by Mr. B. Iden Payne. Its present season is set down "technically as a failure"; still, the pioneer work it has been doing is expected to bear fruit. Each year brings the repertory system "nearer to the point," says Mr. H. B. Sill in the Boston *Transcript*, "where it can be a self-supporting and economically sound phenomenon, as the present season of the Fine Arts Theater proves." "With the restriction in theatrical production which is bound to come when overproduction has sufficiently cut the throat of the present system," this writer cheerfully observes, "the repertory will assume its true economic level." We read:

"At the present time, in Chicago, in New York, and in Boston, the followers of plays and acting of this kind are few, but the number is growing. One company might well divide its time among the three cities. Mr. Aldis is confident that Chicago can carry two seasons of six weeks each of Mr. Payne's company. If Boston could organize a similar guaranteeing society and so provide for a six-weeks' season of the same company, Mr. Ames might utilize such a company in his theater in New York for another six weeks, and thus twenty-four weeks would be fully occupied. This would have many advantages. Lower salary guaranties for such a period of time would attract the same players. Plays could be repeated in different cities, and thus more finished productions given without dulling the actors by too much repetition. Transportation is a small charge. Mr. Payne is further satisfied that $1,500 a week would cover the entire salary list for himself and a company as good as or better than the one which he now has, and somewhat larger. To this would have to be added advertising, royalties, cost of production, and transportation. Therefore, very little more than $2,000 per week, and certainly under $2,500 per week, would cover all expenses, excepting the cost of the theater. . . . . .

"Under the conditions of such a repertory company as has been outlined and such an arrangement with the theater, a guaranty to cover a possible loss of about $1,000 per week seems, from the Chicago experience, safe and conservative. Therefore, a guaranty fund of from $10,000 to $15,000 will in this manner accomplish a great deal, and there is always a chance that it may not all be called upon. A happening upon one generally popular play may save a season.

"The management details of such a society are very simple and easily taken care of by one general manager, who also solicits subscriptions and takes an intelligent interest in the entire situation, and by one good secretary-stenographer in a single office. The salaries of these two people need not be large, and when divided proportionately among the 'sustaining members' the tax becomes a light one."

The practical possibilities of a "visiting repertory" system are vouched for by others besides Mr. Payne. Mr. Winthrop Ames, of the Little Theater, New York, who is looked to to take care of the New York season, writes of it encouragingly:

"I do not believe that any theater or any movement in the theater can 'educate' the public. The education of a public begins in the nursery; when a man or woman has reached the age to count as a part of the theater-going public his or her taste is formed. They either care for the better things of the drama or they never will really and honestly care for them. Immediate progress in the art of the theater depends not upon educating the public, but in selecting a public. Those who like the better things that the theater has to offer must be rallied out of the existing general public and slowly unified into a supporting and increasing audience.

"The most practical rallying-point is a theater devoted to giving such a selected audience what it wants—a task beset with difficulty and not to be accomplished without experiment, patience, and courage.

"But such audiences, ready to rally to a standard, now exist in Chicago, Boston, New York, and the other larger cities. The proposal to establish theaters devoted to serving them in these towns, and that these theaters should exchange productions, is a sane and economical plan."

Mr. Iden Payne naturally is more enthusiastic:

"It would be a splendid idea, and we must face the truth—it is the only plan by which this type of theater can be made a real and practical success. As the situation now exists, plays suited for our purpose are not being written in any quantity, and it is very difficult for us to obtain really good things. If such an arrangement as you suggest could be carried through, playwrights would at once seize the chance truly to express themselves, and two arts would be materially assisted. It would also give the director time to have the proper number of rehearsals, and much better work would be the result."

Mr. Walter Hampden, who is at present carrying nearly all the principal parts in the Chicago company, observes:

"The situation, as it stands, is almost impossible from the actors' standpoint. The steady drain of serious study and work, after a few weeks, tells on our ability to memorize—to think—and is too great a draft on our vitality. Such a scheme as outlined by you would obviate that to a very great extent, for the plays would be repeated in more finished form and with less work to the actor after the initial labor of the season was over. This would be more attractive to actors."

That this symposium might be completely rounded out, the opinion of Mr. Albert L. Perry, treasurer of the Fine Arts Theater, was asked, and he feels that, from the standpoint of the box-office, the plan is the only one which will make this class of plays an eventual success.

"The whole success of a theatrical venture is in having an audience which will attend the plays. If you have the best thing in the world, and have no one there to see it, but very little good can come of it; that is obvious. Now, in the plan that you suggest, it would be possible to rally a certain public to your theater, and that public could be actually counted on. The way things are going now, even the better class of the public you depend on is not sure of what it will get when it comes to your 'artistic' theater, and, consequently, many people stay away who would otherwise be there."

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GIVING SARAH BERNHARDT THE CROSS OF THE LEGION OF HONOR.

It is the first time an actress as such has received the decoration. Sarah is called by an American "the greatest missionary whom France or any other nation has sent abroad." The French think of her as a princess "too often far away."

THE LEGEND OF SARAH BERNHARDT

TO THE LEGEND of Sarah Bernhardt is added a new chapter. She has received the Cross of the Legion of Honor—late enough in life, some French commentators seem to think—and a suitable celebration of the event is in preparation at the hands of her friends in literature and the theater. First, to her great honor, according to a writer in *Le Temps* (Paris), is the fact that the discussion of her titles to the decoration resulted in unanimous approval of them. Secondly, she has reason to be proud of the unique distinction she enjoys in entering the Legion neither as a professor nor as a public official, but as an actress. For almost a century, we read, it has been a moot question whether members of the theatrical profession could be admitted to the Legion of Honor; and one that until now has not been decided frankly. The point was always in some way circumvented. Mme. Bartet, of the Comédie Française, tho a "legionary," was decorated not as an actress, but as a lecturer in the Conservatoire. This prejudice against the theater is now overcome by Mme. Bernhardt, for which achievement the writer offers her no niggard praise, saying:

"Her triumph is admirable here in France, where prejudices live long. We are the people who do everything we can to destroy them, and afterward we are the only ones who piously preserve them. Yet, after all, is it really a great artist whom they have decorated, or is it just Sarah Bernhardt? She is more than a woman of talent, more than a genius; she is a personality. As Michelet said of Dumas *père*, she is a force of nature."

Harking back thirty-five years in his life, the writer recalls a dialog in Latin verse he and a classmate wrote as a school task, in which were sung the wonders of the Exposition and the fame of the day's celebrities, and he observes:

"As long ago as that no one was more prominent in the public eye than Sarah Bernhardt. She wrote, she sculpted, and had just published a book called 'The Memoirs of a Chair.' Even then her legend had begun. The most extraordinary stories were told of her private life. For example, it was related that the chief article of furniture in her drawing-room was a coffin. Also that one day, for amusement, she burned a cat in the stove. Of course, it is scarcely necessary for me to say now that there was no word of truth in such reports. Still, my collaborator and I took them as actual facts, and without scruple turned them into Latin hexameters, which fortunately are not always monuments more lasting than bronze."

When one enters into immortality in this life, the writer goes on to say, it often happens that one never comes out of it until one is dead for good and all; but when a person becomes legendary in life, legendary that person remains unto the end. Thus it happens that—

"To-day, also, Sarah Bernhardt has her legend, less picturesque, but more beautiful and touching, than that of years ago. . . . Well as she has guarded the secret of her power to thrill her audiences by her actual presence, it is rather by her disappearances, her absences, by the mystery of her distant journeyings that she most astonishes our imagination and holds for us the half-hidden visage of a princess too often far away.

"Sober people, who see the useful in everything, tell us that she goes into foreign lands to win plaudits for the masterpieces of our literature and to win affection for the gentle French speech. I am not sure that the innumerable audiences which acclaim Sarah Bernhardt in whatever theaters of the world she plays are solely made up of lettered folk, able and worthy to like our beautiful tongue. But is it necessary that they should be? Let us keep that privilege to ourselves. I am not sure even that they understand and care for the masterpieces of our literature, most of which are not made for exportation. Yet gratitude has nothing to do with our feeling toward Sarah Bernhardt when she returns to us. Nor is it as ambassadress of French letters that we welcome her back with admiration not unmixed with a superstitious fear.

"It is because she comes back from afar, from some countries where we recall we ourselves have been, and from others, farther away and less easy of access, where we know we shall never go. Hers is the prestige of exoticism, which the race in no age has been able to resist, and to which we of these days perhaps are even more susceptible. We always look at those who come back as did the little children who, when they saw Dante pass in the streets, used to say: 'That's the man who can go down into hell and come up again.'"

If the compatriot of Sarah who writes in *Le Temps* is skeptical of her efficacy as an ambassadress of French letters, it is precisely in that rôle that Mr. George W. Smalley regards her. The

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really "important" thing in her life, he declares in the New York *Tribune*, is the service she has done to France. He calls her "the greatest missionary whom France or any other country has sent abroad," and goes on in this vein:

"Sarah came to us in the fulness of her fame and of our time; at a time when our ambitions reached beyond business and money and politics. The iron was hot and hers the hand to mold it. Of the theater we still knew almost nothing. She taught us. Of French literature in its dramatic form we knew little. She opened to us that great treasure-house over which the greatest French names, ancient and modern, are inscribed. We knew Corneille and Racine, Hugo and Dumas, and perhaps Sardou as names. She made them living realities. Between France and America she created an intellectual sympathy; she created a public capable of appreciation. She was the apostle of a new revelation. For the first time we saw a perfect technique; and knew it to be French. For the first time we heard the French language spoken in its perfection. The secrets of elocution, of expression, of modulation, of rhythm, were hers, all of them, and she imparted all of them to us. She was a great personality, but she was also the incarnation of French stage-art in all its forms. She sent us back to the closet to study French masterpieces and then again drew us to the theater to see how much we had missed and how much she could reveal. Hers was an example of imaginative beauty.

"Is that, or is it not, a great patriotic service? Has any other Frenchwoman, or Frenchman, done as much in this way for France as Sarah has done? Is there any other to whom we ourselves owe as much? Europe acknowledges a like debt. In England and in Russia it is hardly less than ours; and even Germany, where for long she would never act, it is not much less since Germans everywhere but in Germany were her pupils. All this has been true for the better part of a generation; and only in France did they seem unaware of her immense services to France. And so for years and years they haggled over the giving of their far-spread Legion of Honor to the woman who had done all this to honor a country which was only half hers by parentage; if half."

MISS ELIZA O'BRIEN LUMMIS,

Founder and secretary of the Catholic Theater Movement. It is her influence and activity mainly that furthers the work.

A "WHITE LIST" FOR PLAYS

BLACKLISTING has been a favorite method of trying to kill improper plays, or plays that fail to meet the approval of the best sentiments of society. The method has its disadvantage in tending to advertise the very thing it seeks to suppress. So a newly organized Catholic Theater Movement is trying the method of preparing a "white list" of plays deemed suitable for its members and exacting a pledge that they will abstain from any that do not appear on this list. The method, as seen by many lay commentators, has its distinct advantages, and, observes the Brooklyn *Eagle*, "if Roman Catholics throughout the country accept its guidance, it would be foolish for a manager to send out of New York any play not found on the 'white list,' except such as are confessedly prurient, and thus appeal to those people who pay no attention to Church prohibitions of any sort." The method is, however, not drastic enough to satisfy one Catholic paper, the Pittsburg *Observer*, which believes that "the 'absent treatment' will never banish indecent plays from the stage," and "a much more positive remedy is needed." The movement takes its start in New York and receives the approval of Cardinal Farley. In the first bulletin issued by this body, the Cardinal writes:

"I take occasion of the publication of your *Bulletin* to send you my hearty commendation, and to say that I hope the Catholic Theater Movement will have the active support of every pastor and priest of the Archdiocese of New York. It is my wish that they make the movement known to the faithful, and appeal to them for hearty cooperation with its plans and projects.

"A year ago, at my earnest desire, the Catholic Theater Movement was inaugurated. Since then the situation with regard to improper plays has become, at times, even more acute and threatening. The secular press has, almost without exception, recognized the danger to public morality, and has made fearless and effective protests against influences for evil in the theater. I am happy to feel that you are engaged, heart and soul, in a movement so timely, and, I may add, so vitally necessary."

The New York *Sun* presents in brief form a summary of the methods to be employed:

"Competent persons will be employed to witness performances at theaters in the Archdiocese of New York. Their conclusions will be put into bulletins and read from Catholic pulpits. No play will be condemned, but it will be understood that all which are not mentioned in the bulletins are not suitable for Catholics to attend.

"The movement will be restricted to the Archdiocese of New York, because it is believed that the work done here, in the most important city of the theater world, will prove sufficient for all other places.

" . . . Catholic rectors will be asked to read the bulletin from their pulpits, or if that is not practicable, to post copies in prominent places in church buildings.

"Such plays as the movement's censors approve will be bulletined by name and author. Those especially favored will be outlined in cast, story, and scenery. In this way Catholics will know what sort of play they are to see if they wish to attend.

"A large number of postal-cards are being issued with a request for signatures, which bear this pledge:

"'I promise to avoid improper plays and exhibitions, and to use my influence that others do likewise.'

"The president of the movement is Michael J. Burke, a lawyer; vice-president, Alfred Young; and secretary, Miss Lummis. The office of the movement is at 400 Madison Avenue.

"Organizers of the movement believe that a play that fails to secure the favor of the censors will have a hard time."

The character of the "white list" is indicated by the following selection of approved plays taken from the New York productions of two years back: "Bunty Pulls the Strings," "Disraeli," "Liberty Hall," "Little Women," "Milestones," "Officer 666," "Peg o' My Heart," "Pomander Walk," "Poor Little Rich Girl," "Rebecca of Sunnybrook Farm," "The Governor's Lady," and "The Things That Count." *The Eagle* regrets the narrowness of this list, and notes that it contains only two plays now running in New York, "while there are at least half a dozen other plays in the city which it ought not to harm any good Christian to see," continuing:

"The compilation of such a list, however, is a matter of extreme difficulty, as the Drama League has discovered. We suspect that if the Catholic Theater Movement is continued, the lists will broaden as the work goes on. Such a list, which could be accepted not merely by Roman Catholics, but by others in regulating their own theatergoing, and that of their children, would greatly reduce the exploitation of prurient plays. A few would be left for the police to deal with, but the struggle to get plays on the accepted list would weed out most of the doubtful ones. For a list to have such an influence, however, it must be widely accepted, and to be widely accepted it must be wisely made."

The New York *Times* remarks that the movement is "well-meant," and hopes it will prove helpful, but can only say that the public will "await its development without prejudice."

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STEVENSON AS SEEN BY HIS EDITOR

THERE IS A MORAL for young writers in Mr. S. S. McClure's account of Stevenson's attitude toward his own writings. He didn't mind being edited, and even consented to the suppression of five whole chapters of "The Black Arrow." "Like all writers of the first rank, he was perfectly amiable about changes and condensations," says Mr. McClure in his autobiography now running in the magazine bearing his name. Stevenson, we are told, was "not handicapped by the superstition that his copy was divine revelation and that his words were sacrosanct." Mr. McClure avers that he "never knew a really great writer who cherished his phrases or was afraid of losing a few of them. First-rate men always have plenty more." So much is Mr. McClure impressed by this attitude of great writers that he returns to the subject in another part of his writing, perhaps betraying some of the annoyances he has had to suffer from littler men. It was Stevenson again who did not mind the clipping of his phrases:

From "McClure's Magazine," by permission.

MR. AND MRS. S. S. McCLURE'S FIRST VISIT TO STEVENSON.

He was propt up in bed very much as the famous Saint Gauden's medallion represents him. Stevenson often wrote in bed even when not ill.

"When Stevenson began to send in his 'Letters from the South Seas,' he told me to use my own judgment about editing them, and to cut wherever I thought it would be advantageous. After the series was well started in the syndicate, he wrote and asked me why I was not cutting the stuff down more. I have mentioned this willingness to be edited before, and I have said that all of the really first-rate writers I have known have been similarly open-minded. I must mention it again, because, somehow, young writers often have the idea that they are lowering their flag if they consent to any changes in their manuscript—that there is a mystic power in a certain order of words. My experience has been—and I think all other editors have had the same experience—that only writers of inferior talent and meager equipment feel in that way. To a man of large creative powers, the idea is the thing; the decoration of phrase is a very secondary matter. He has no feeling that, because he has set a thing down one way once, it must stand so forever. He can say the same thing in fifty different ways. If his story is loose and runs thin, he is glad to tighten it. If it is congested, and he has tried to bring out too many points, he will cut. He can afford to spare a few ideas; he has plenty. He has no feeling that he can not cut out this sentence because he will never be able to say that particular thing so well again; he knows he'll say it better. I mention Stevenson particularly, because he is acknowledged to have been an artist in words and to have achieved a more finished style than most men, and had a very particular regard for style in its high sense. But he would have been very much ashamed of a style that condensation could hurt. He often lamented that Balzac did not have somebody to edit and condense his novels for him."

These South Sea Letters, Mr. McClure recalls, were a disappointment to newspaper editors, "for they revealed a side of Stevenson with which the public was as yet not much acquainted." There were two men in Stevenson, we are told, "the romantic adventurer of the sixteenth century and the Scotch Covenanter of the nineteenth century." Going on:

"Contrary to our expectation, it was the moralist and not the romancer which his observations in the South Seas awoke in him, and the public found the moralist less interesting than the romancer. And yet, in all his essays, the moralist was uppermost.

"Stevenson was the sort of man who commanded every kind of affection: admiration for his gifts, delight in his personal charm, and respect for his uncompromising principles. Underneath his velvet coat, his gaiety and picturesqueness, he was flint. It was probably this unusual combination of qualities in him that made one eager to serve him in every possible way. I remember saying to Mr. Phillips once: 'John, I want the syndicate business to be run exactly as if it were being conducted for the benefit of Robert Louis Stevenson.' And that was the way I felt about him."

Mr. McClure reveals a curious attitude toward Stevenson held by some of his British friends and profest admirers, particularly W. E. Henley, of whom some things have already become well known:

"Before I sailed for London, Stevenson gave me letters to a number of his friends there—Baxter, W. E. Henley, Sidney Colvin, R. A. M. Stevenson, and others. I found most of Stevenson's set very much annoyed by the attention he had received in America. There was a note of detraction in their talk which surprized and, at first, puzzled me. Henley was particularly emphatic. He had a double grievance: that a nation whom he despised as a rude and uncultivated people should presume to give Stevenson a higher place than he held in England; and the personal jealousy which he later voiced in his own writings. He believed that his own influence upon Stevenson's work was not sufficiently recognized. Some of Stevenson's London friends agreed that he was a much overrated man, and that his cousin, R. A. M. Stevenson, was the real genius of the family.

"There was one most marked exception to this dissenting chorus, and that exception was Henry James, to whom Stevenson had given me a letter. I had somehow always imagined Mr. James as a rather cold and unsympathetic man, but I now found how greatly I had been mistaken. His tone about Stevenson warmed my heart. His warm human friendship was a delight after what I had been hearing. There was nothing at all critical in his attitude. He was Stevenson's friend, admirer, and well-wisher. His interest in Stevenson's health, his work, his plans for the future, was wholly affectionate, wholly disinterested. His loyal, generous feeling I have never forgotten. He questioned me minutely about everything pertaining to Stevenson. His interest was keen, sympathetic, personal.

"During that visit to London I learned to appreciate one of Stevenson's great sources of discouragement. Some of his friends there, those in whose critical powers he had most faith, were always condemning his new book, whatever it was. They could stand for what was already printed, but when he sent them the manuscript of a new work, they usually declared that that was fatal, that would be the end, and entreated him, for the sake of his reputation, not to publish it. One benefit of his life in the South Seas was that it placed him farther from these inhibiting influences, and left him freer to work out what was in him as best he could in the short life allotted to him.

"Altho some of Stevenson's friends were jealous of him in a small way, most of them were jealous for him in a very high way. Serious men took him more seriously than they took other writers of fiction. Critics like Mr. Colvin felt that he had a very precious gift, something to be preserved for the very highest uses. He was not judged with the same leniency as other writers of his time. These criticisms of his friends were often the highest expression of their solicitude and regard; they were often very helpful to Stevenson, but sometimes disheartening. He was so sensitive to the opinions of others that an office-boy could influence him, for the moment. And yet, in the long run, he could not be influenced at all. But this susceptibility, the fact that he could be so easily discouraged by criticism, sometimes brought him great mental suffering."

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RELIGION AND SOCIAL SERVICE

A NEW BIBLE FOR THE JEWS

THE REPROACH so long directed against the Jews that they contribute little toward the intrepretation of their own Scriptures in the modern world will be wiped out by a great work just completed. English-speaking Jews, says *The American Hebrew* (New York), will be able now to refer to a standard edition of the Bible in English, "with every confidence that nothing in it will clash against Jewish thought or Jewish sentiment." This edition, the work of a committee of seven eminent Jewish scholars appointed by the Jewish Publication Society of America and the Central Conference of American Rabbis, has been seven years in preparation, and supplants the old Leeser version, hitherto the only one available for English readers. *The American Hebrew* speaks with pride of the new position in the theological world that the work entitles the English-speaking Jew to claim:

"The appearance of such a Bible at once places the Jews of America, theologically speaking, on the same level as the two great branches of the Christian Church, which are represented by the Douai Version for the Roman Catholics and the Revised form of the King James Version for the Protestants.

"Such an event as this marks an epoch in the annals of English-speaking Jews. By this act they take their place in the ranks of Jewish scholarship of the past and the present which has always centered about the Bible. The band of translators add their names to the long series of Jewish translators of the Bible from the Septuagint to Saadia and Mendelssohn down to Zunz and his companions, who did the same thing for German Jews some eighty years ago. It must not be forgotten that in the English-speaking world Isaac Leeser, single-handed, gave to the English-speaking Jews of America a version of the Scriptures which, for its time, was quite a worthy contribution to Jewish scholarship. But his time was scarcely adapted to the *minutiæ* of Semitic philology, or of Jewish traditional exegesis, not to speak of the somewhat colorless English in which his version was written. With all due gratitude to Leeser's version, the Jewish community of America will welcome the new version of their Scriptures just completed with equal gratitude."

The essentially American nature of the work is pointed out by the New York *Evening Post* in speaking of the organization of the revision committee:

"Leading Jewish scholars of England had been invited to cooperate in the undertaking, but declined; not because they undervalued it, but because, as they said, the King James Version and the Revised Version of the Old Testament (as it is termed) would suffice for their purposes when accompanied by explanatory leaflets already prepared. Thereupon the full committee commenced regular sessions at frequent intervals for the purpose of revising Professor Margolis's translation, and these have been kept up month by month, year by year, until yesterday, when the final one was held in the Seminary in West One Hundred and Thirty-Third Street, and Dr. Adler was able formally to announce that the work was completed.

"There is still a possibility that many changes will be made as the new version goes to press, for the proof will be scanned minutely. It is expected that from six to nine months more will pass before the first edition is printed, bound, and ready for distribution. . . . . .

"No attempt has been made to touch upon the New Testament. The committee has confined itself to translating and revising the Hebrew text, which ends with Chronicles.

"In making his translation, Professor Margolis kept before him all the best of existing translations, including the King James, the Vulgate, the Septuagint, the Syriac, the French, and the American revised versions. With these he freely consulted all of the best commentaries, both ancient and modern, and in revising his translation the full committee followed much the same practise, for their task was not merely to make a faithful translation from the Hebrew, but to render it into the best English style of which they were capable. In a general way, it may be said that Elizabethan English prevails.

"None of those constituting the committee cares at present to indicate any of the alterations which will distinguish the new version from other renderings of the Old Testament into English, for the reason that further changes are expected while the manuscript is going through the press. But it is understood that not a few will be seen when the work is finally printed. Wherever possible, the dignity and phraseology of the King James Version has been followed, but advantage has been taken of modern textual accuracy as printed in the Revised Version of 1885.

"Where poetry has been encountered, whether in a book of poems or occurring here and there in a book of prose, it will be printed in lines indicating verse-form at a glance. Chapter-headings will not be used."

The translators contemplate for the new version a wider utility than the confines of one sect imply, and in their work had in mind the needs of this wider audience. This purpose is dwelt upon by Dr. Kaufman Kohler in his after-dinner address celebrating the work. He said:

"It was . . . a wise step taken by our Board of Editors in following as closely as possible the standard of the Authorized Version, thereby to preserve the classical English diction with all the vigor and rhythmic beauty which only the inspiration of genius could produce and at the same time safeguard the uniformity of the translation. As students we might have displayed in many instances greater originality; as workers at a Bible for the People, we gladly yielded in favor of a translation which created the God-fearing, liberty-loving race of men that made England and North America what they are. Only in one respect we approached our work as students equipped with the ammunition of modern research. Just as the Revised Version, the work of modern English and American scholars, represents, aside from a few Christological features that have still been left here and there, the advanced scientific character of modern Biblical exegesis, so does our translation, the result of independent studies with especial consultation also of Jewish tradition and Jewish authorities, offer to the Jewish world the Scriptures in modern English upon a thorough scientific basis free from any sectarianism or any Jewish bias. It is a Jewish Bible only in so far as it takes cognizance of the synagog usage regarding the order of books and the divisions of the Pentateuchal Sabbath portions and their Hebrew nomenclatures. Aside from this, it presents itself as the translation of the Scripture pure and simple, and we confidently expect that non-Jewish scholars will use it with profit in future revisions of their own versions, since as Jewish students we frequently succeeded in penetrating deeper into the spirit of the Hebrew original than did translators less conversant with the Hebrew diction.

"Thus our work is truly a peace-offering to both the Jewish and the non-Jewish world. Being the result of a harmonious cooperation of the representatives of the two wings of American Judaism, the Conservative and the Reform wing, it will, we hope and trust, form a bond of union between all the branches and divisions of American Israel to bring about a greater consolidation of its spiritual interests, and at the same time serve as a link to entwine us also with our God-seeking non-Jewish brethren throughout the English-speaking world. Yes, as Jewish students we are mindful of the word of our sages: 'The disciples of the wise will increase the world's peace, for it is said, All thy children will be taught of God, and great shall then be the peace of thy children, the upbuilders of the divine Kingdom of truth.'"

The personnel of the committee is as follows:

Dr. Cyrus Adler, president of Dropsie College, Philadelphia; Solomon Schechter, president of the Jewish Theological Seminary, of New York City; Dr. Samuel Schulman, of Temple Beth-El; Dr. K. Kohler, president of the Hebrew Union College, Cincinnati; Dr. David Philipson, of the same institution; Dr.

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JEWISH MAKERS OF THE NEW ENGLISH TRANSLATION OF THE BIBLE.

From the reader's left they are Dr. Samuel Schulman, Dr. David Philipson, Prof. Max L. Margolis, Prof. Solomon Schechter, Dr. Kaufman Kohler, Dr. Joseph Jacobs, Dr. Cyrus Adler. Leading Jewish scholars of England were invited to cooperate, but declined.

Joseph Jacobs, professor of English in the Jewish Theological Seminary and editor of *The American Hebrew*, and Prof. Max L. Margolis, of Dropsie.

THE CARNEGIE $2,000,000 PEACE FUND

MR. CARNEGIE'S UNWILLINGNESS to contribute to any educational institution under the direction of a church has long been known. When, therefore, he nominates representatives of twenty-five different denominations as custodians and administrators of a $2,000,000 fund for the promotion of international peace, it is taken as evidence of a change of heart. Plans for using the money to forward the cause are left to an executive committee of which Dr. Charles E. Jefferson, of the Broadway Tabernacle, is the chairman. Details of the peace campaign are not settled, but one suggestion is that arrangements be made for "exchange clergymen" between various countries, after the manner of exchange professorships. Suggestions are also made, we read, to bring about visits of noted peace advocates from one country to another; to hold conferences of the clergy of Europe and the United States for the cause; and to spread the propaganda of world peace throughout this country by sermons, lectures, and pageants. Mr. Carnegie states his purposes in the form of a letter read at the luncheon he organized at his own home for the class whom he proposes as ministers of his plan. It reads:

"Gentlemen of many religious bodies, all irrevocably opposed to war and devoted advocates of peace: We all feel, I believe, that the killing of man by man in battle is barbaric and negatives our claim to civilization. This crime we wish to banish from the earth; some progress has already been made in this direction, but recently men have shed more of their fellows' blood than for years previously. We need to be aroused to our duty and banish war.

"Certain that the strongest appeal that can be made is to members of the religious bodies, to you I hereby appeal, hoping you will feel it to be not only your duty, but your pleasure, to undertake the administration of $2,000,000 of 5 per cent. bonds, the income to be so used as in your judgment will most successfully appeal to the people in the cause of peace through arbitration of international disputes; that as man in civilized lands is compelled by law to submit personal disputes to courts of law, so nations shall appeal to the Court at The Hague or to such tribunals as may be mutually agreed upon, and bow to the verdict rendered, thus insuring the reign of national peace through the international law. When the day arrives, either through such courts of law or through other channels, this trust shall have fulfilled its mission.

"After the arbitration of international disputes is established and war abolished, as it certainly will be some day, and that sooner than expected, probably by the Teutonic nations, Germany, Britain, and the United States first deciding to act in unison, other Powers joining later, the trustees will divert the revenues of this fund to relieve the deserving poor and afflicted in their distress, especially those who have struggled long and earnestly against misfortune and have not themselves altogether to blame for their poverty. Members of the various churches will naturally know sufferers well, and can therefore the better judge. As a general rule, it is best to help those who help themselves, but there are unfortunates from whom this can not be expected.

"After war is abolished by the leading nations, the trustees, by a vote of two-thirds, may decide that a better use for the funds than those named in the preceding paragraph has been found, and are free, according to their own judgment, to devote the income to the best advantage for the good of their fellow men.

"Trustees shall be reimbursed for all expenses incurred in connection with their duties as trustees, including traveling expenses, and to each annual meeting expenses of wife or daughter.

"Happy in the belief that the civilized world will not, can not, long tolerate the killing of man by man as a means of settling its international disputes, and that civilized men will not, can not, long enter a profession which binds them to go forth and kill their fellow men as ordered, altho they will continue to defend their homes if attacked as a duty, which always involves the duty of never attacking the homes of others, I am,

"Cordially yours,

"ANDREW CARNEGIE."

Mr. Carnegie has selected as trustees of the fund:

"Bishop David H. Greer, Cardinal Gibbons, Bishop William Lawrence, of Massachusetts; Bishop E. R. Hendrix, of Southern Methodist Episcopal Church, Kansas City; Dean Shailer Mathews, of Chicago University; the Rev. Junius B. Remensnyder, New York; the Rev. Charles E. Jefferson, New York; the Rev. Arthur Judson Brown, Secretary Presbyterian Board Foreign Missions; the Rev. Peter Ainslie, Chairman Christian Unity Commission of Church of Disciples, Baltimore; the Rev. Francis E. Clark, President Christian Endeavor Societies of the World, Boston; the Rev. John R. Mott, New York; the Rev. Frederick Lynch, Secretary Peace Commission Federal Council of Churches; the Rev. C. S. Macfarland, Secretary Federal Council of Churches of Christ in America, New York; the Rev. Frank O. Hall, New York; the Rev. William Payson Merrill, New York; Francis Lynde Stetson, Judge Henry Wade Rogers, of the Circuit Court, New Haven; Dr. W. H. P. Faunce, President Brown University; the Rev. Jenkin Lloyd Jones, Chicago; Dr. Robert E. Speer, Presbyterian Board of Foreign Missions, New York; Prof. Edwin D. Mead, Society World's Peace Foundation, Boston; Hamilton Holt, editor *The Independent*, New York; Marcus M. Marks, President Borough of Manhattan; Dr. James J. Walsh, New York; the Rev. J. J. Glennon,

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Archbishop of St. Louis; Rabbi Emil G. Hirsch, Sinai Temple, Chicago; George A. Plimpton, New York, and Prof. William I. Hull, Swarthmore College, Swarthmore, Pa."

CONFUCIANISM RESTORED IN CHINA

THO REGRET is felt by many of our church papers at the restoration of Confucianism as the official state religion of China, none of them believes that it "points to any serious interference with the progress of Christianity throughout the Republic." It is generally conceded that President Yuan Shi Kai's motives in taking this step are political rather than religious; for the editors remember Yuan's recent expressions of admiration for Christianity, and one recalls the fact that he sent his nieces to a mission school. But, "harassed and anxious among many quarreling factions, Yuan," thinks *The Continent* (Chicago), "is undoubtedly at his wits' end to find some sort of bond that will unite in sentiment and enthusiasm the inchoate mass of humanity he is supposed to be ruling, and going back to the great name of Confucius for a rallying-cry has seemed to him the best way." This Presbyterian weekly notes that the new law, which the President personally introduced into his legislative council, "prescribes that Yuan, just as the Manchu emperors did, shall worship at the tomb of Confucius once a year." But, it adds, "his devotions there will be paid, not to the memory of the Chinese sage, but to Yuan's own doubtful hopes of maintaining the Government which now seems to rest alone on the force of his personality."

The editor of *The Congregationalist* (Boston) first reminds his readers that "Confucianism is the least religious of religions—a little more, in fact, than an ethical system, combining reverence for parents, ancestors, and other great men with a vague recognition of other-worldly powers which have never been personalized." He then explains that President Yuan Shi Kai's determination to restore the Confucian practise as the established religion of China rests, apparently, on three considerations:

"One is the observed relaxation in the popular moral code since the revolution. The Confucian ideal of the ruler as parent of his people and so responsible for their correction and instruction in righteousness would make a strong appeal to any educated and governing man of China. Yuan is of the North, where Confucianism is strongest, and he commits himself to the least possible amount of dogma in adopting it as a national religion, while he restores to full authority the traditional codes of practical morality. Another motive seems to be a desire to strengthen his position by an appeal for popularity in identifying himself with the most Chinese of all Chinese products. A third, we may guess, is the opportunity the great annual festivals and offerings at the worship of heaven give him to appear in the place as high priest of the nation once occupied by the emperors and to secure to himself the prestige that nationally representative character will give. He is not to wear the crown, but otherwise he will be in the sight of all China, as his former master, the Manchu emperor."

This editor then makes this optimistic comment:

"We have never desired or expected that Christianity would be made the legally established religion of China. We do not believe in established religions. Christianity must make its way into the love and loyalty of the Chinese people. The practical question is of the effect which this reestablishment of Confucianism will have upon that forward march of the faith. Confucianism is certainly less objectionable than religious anarchy. It may be treated, aside from the sacrifices, as the mere code of public ethics which it really is. If there is no withdrawal of free worship and confession and no State compulsion put upon Christians in the service of the Government, we hardly see how the work of the missions can be seriously hindered by this decision. . . . The real struggle of the faith of Christ in China will be with Buddhism and, perhaps, in the West, with a revived Mohammedanism."

The Continent has "no fear of official interference with the missionaries; and doubtless the days of popular persecution for Christian converts are also gone by forever." Yet the trend toward Christianity in the higher social and political circles will undoubtedly be checked, it admits, and the tide may actually turn the other way. Yet even this, declares *The Continent*, "may not be in the long run any real hindrance to Christian progress." For the Church throughout its history has been in more peril "from recognition than from opposition by the world, and the return of opposition in China may be in the Lord's providence the best blessing that could come to the missionary cause in this hour of crisis." Nor does the Toronto *Christian Guardian* see any direful results to follow the reestablishment of China's old faith. As it observes:

"It is to be borne in mind that Confucianism was the state religion in China up to the time of the overthrow of the Manchus, and that upon numerous occasions during the past century edicts against all other forms of worship were solemnly set forth. These edicts, however, did not put any serious check upon the growth of Buddhism or Taoism or even of Christianity, and the probability is that the return to former conditions will leave these other religions to make their appeals to the people without any great handicap. As a matter of fact a Chinese official under the Empire could be quite loyal to his state religion and yet an enthusiastic Buddhist. Under the new measure it is quite probable that the same condition of things will prevail. It remains to be seen, however, whether under these new regulations a Christian official can conscientiously hold office. If it should be found that he can not, then there will be at least some embarrassment in Christian mission work."

One church weekly, *The Baptist Commonwealth* (Philadelphia), is "heartily glad that Christianity was not adopted as the State religion of China." And it believes that missionary leaders are taking "a very mild view of the establishment of Confucianism." There is not very much of "heathenism," it concludes, in what is now "the official religious act of the Chinese people," who "have not quite got away from the theory that the Emperor, who seems to be now only in name President, is the Son of Heaven." And the Baptist paper quotes from an unnamed source this description of the service as performed under the Empire:

"Within the gates of the southern division of the capital, and surrounded by a grove so extensive that the silence of its deep shades is never broken by the noise of the busy world around it, stands the Temple of Heaven. It consists of a single tower, whose tiling of resplendent azure is intended to represent the form and color of the aerial vault. It contains no image; but on a marble altar a bullock is offered once a year as a burnt sacrifice, while the Monarch of the Empire prostrates himself in adoration of the Spirit of the Universe. This is the high place of Chinese devotion, and the thoughtful visitor feels that he ought to tread its courts with unsandaled feet, for no vulgar idolatry has entered there."

Protests against the establishment of Confucianism are based on the strength of other faiths. "The influence of Christianity is great among many officers of the Chinese Government," according to a Christian Chinese journalist quoted by *The Missionary Review* (New York). Christians played an important part in the establishment of the Republic, and "the Government of the province of Canton is almost in the hands of Christian men." Buddhists and Mohammedans, writes the Rev. Arthur H. Smith in the same periodical, "stirred to valorous deeds by Christian competition," also demand "liberty," and "can easily make trouble unless they get it." This observant missionary in China continues:

"If Confucianism—whatever it is—is 'established,' everything else is thereby disestablished. Disestablished persons and ideas make trouble. This a struggling Republic can not afford. The Mongols are lamaists, and half of Mongolia is already forfeited to Russian guile, force, and greed—shall we alienate the rest? The Tibetans are of the same religion as the Mongols, at a time when Tibet is struggling to escape from Chinese bondage; are we to disestablish their ancient religion also? Are we to repeat in China the Thirty Years' War of Europe?"

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MOTOR TRUCKS

SUCCESS OF THE ENGLISH PARCEL-CARS

WHAT is declared to be an "undeveloped market" is the one which exists for a light motor-truck, of which the most recent, and perhaps most promising, example is the parcel-car of England. This wagon has already demonstrated to the satisfaction of many observers that it is the wagon long needed by small merchants, its cost being low and maintenance charges moderate. During the past two years its use has been rapidly developed in England. The weight limits of the parcel-car are about 675 pounds, a fact which once acted against its popularity by arousing what is called "actual prejudice" among merchants. But aggressive work on the part of its builders eventually proved its utility. Its popularity then began to rise.

A letter in *The Commercial Vehicle* declares that the superior advantages of this car for delivery work, as compared with the horse-drawn car, or the ordinary tricycle carrier, are now generally acknowledged among a very large number of English merchants. Indeed, its success has been such as to extend its use among tradesmen of the class whose means do not permit them to purchase more expensive delivery wagons, while fleets of them in considerable numbers have been purchased by large London stores as well as by large stores in other English towns. These stores are said to find the parcel-car indispensable for the distribution work of certain departments. The pioneer work in making the parcel-car popular was done by a single firm. Following are interesting details as to cars of this type, given by the same correspondent.

"These vehicles, of five to six horse-power, are geared to give a little over twenty miles per hour as a top speed, and are sold complete at prices ranging from $482 to $520, according to the finish. As well as being used throughout Britain, they have been also sold for service in Denmark, Sweden, France, Mexico, Norway, Malay States, Australia, India, Japan, Nigeria, New Zealand, South Africa, Canada, Manila, etc.

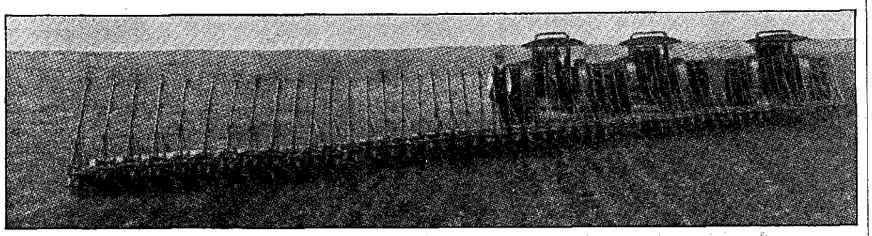
"Many of these motor-carriers are giving surprizingly good service in the hilliest parts of England, and altho they are sold to take from 500 to 700 pounds in level country, they will actually take 500 pounds anywhere.

"Parcel-cars are not to be confused with commercial motor-cycles or light delivery cars. They are possibly a compromise between the two. The commercial motor-cycle may be taken as a minimum-cost vehicle, and the light delivery car a maximum-duty vehicle. The parcel-car, whether it be on three or four wheels, simple or elaborate, is designed to give very close to the same service as the larger, heavier types, with their more powerful engines, three- and four-speed gear-boxes, and bevel- or shaft-drive, at but little greater cost than that incident to the use of commercial motor-cycles.

"These machines do from 70 to 80 miles every day, sometimes 90, and on one occasion have covered 130 miles on a day's round. A very good example of the successful use of parcel-cars comes from the butcher's business where one concern has used them for the past six years.

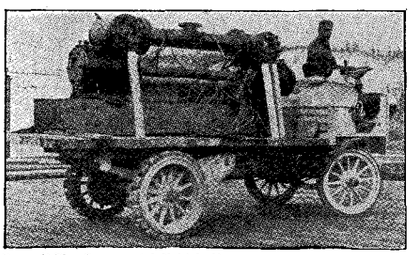
"The Girling is a 500-pounder having a five to six horse-power water-cooled engine of one cylinder. An outstanding feature of this type of machine is the special friction-gearing, providing five forward speeds and a reverse. Another point in its design is the patent arrangement of the single-gear driving-wheel, which can be raised from the ground by a special jack attached to the frame. By the removal of one nut, one of the side springs can be swung outward, when the wheel can be drawn off, leaving the driving mechanism and brake intact. This feature is of no little value for facilitating tire repairs, and it also enables all three wheels to be interchangeable.

"A Girling motor-carrier is used by the Metropolitan Railway for its express-parcel service, for which purpose it is fitted with a parcel type of body with side entrance door. Others are fitted with bodies of the box type, which can be provided with doors at the side or at the back. The wheels generally fitted to the Girling machines are of the prest-steel artillery pattern, which possess the advantages of being strong and not easily damaged, while they are also easier to clean than wheels of the wire-spoked type.



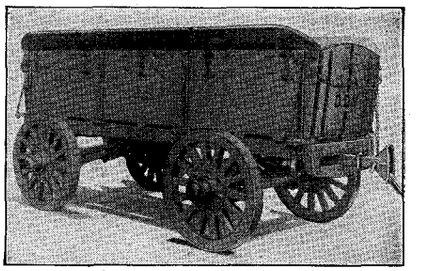
"THE WIDEST FURROW EVER TURNED."

Three oil-tractors and a "55-bottom engine gang" are turning 55 furrows, or a strip of land 64 feet wide, an acre being plowed in less than four minutes.

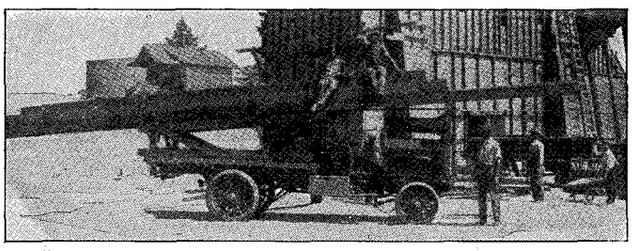


From "The Commercial Vehicle."

Two-ton truck loaded for its trip in Alaska beyond the railway terminus.



Five-ton trailer used by the United States Government, and to which the power-truck can be attached at either end.



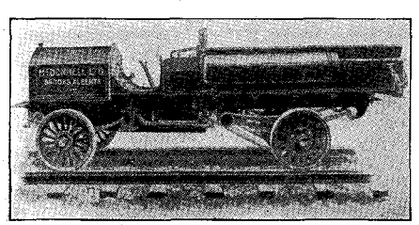
From "Motor Age."

Three-ton truck that hauls forty-foot lumber on Mount Wilson, Cal.

BUSSES SAFER THAN TROLLEYS

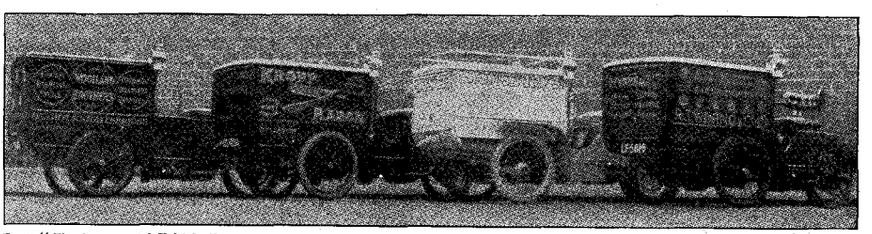
Builders of motor vehicles have watched with much interest during the past few years the increased use of motor-buses; there has been, in fact, in this type of car a rapid development. Beginning in New York City, where it was derived from

(*Continued on page* 442)



From "Motor Age."

A truck that runs on a railroad track.



From "The Commercial Vehicle."

Three-wheeled parcel-cars used by various tradesmen in England.

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Chalmers—A

The Master "Six" $2175

Motor folks call me the Master "Six."

I have earned the title. I have set a new record for Sixes. In one month alone men paid over $2,000,000 for me. They had all the Sixes of the world to choose from. They chose me.

But first they made me prove myself. They put me to tests equal to a season's service. Only by living up to every claim did I win them.

Because I told my story in deeds rather than words—they were convinced. For they couldn't deny what their eyes saw—what their senses perceived.

Let me tell you in deeds the story of my Master Motor. It will win you as it won them.

The Turning of the Tide

Swiftly and surely the tide has turned to the Sixes. Motorists no longer are content with a power that lets go and grabs again at every other revolution. They now insist upon that quiet, steady pull, that luxurious smoothness that can come only from six cylinders.

Until the Master "Six" appeared last year, buyers had thought of all Sixes as heavy cars, extravagant of fuel and tires; costly to buy and expensive to keep. But the Master "Six" opened their eyes.

Here was a car of six cylinders at a moderate price, and even lighter than many "Fours" of equal power. Here was a motor so silent and smooth running that friction and wear might be forgotten. A car which cost little to buy and little to keep.

Power Lithe as a Panther

Its master motor has six cylinders of long stroke and small bore. So it fairly floats up the hills on high gear. It can reach twenty-five miles an hour in ten seconds from a stand-still. It can creep like a snail through the crowd and then be off like a greyhoun at the touch of the throttle.

This ability to run fast or slow on direc drive, to vary the speed at will without con stantly shifting gears, puts the Master "Six" head and shoulders above its rivals. gives a flexibility of power that is possibl only among Sixes—and rare even there

Vibration is Power Thrown Away

Vibration is wasteful as well as uncom fortable. It is power and fuel thrown awa in joggling the car which should be use in propelling it. It throws useless strai upon bearings and tires. It means discom fort for the passengers and increased fu bills. It means the very life of the c cut short.

And vibration can't be cured by a mak shift. The only escape from it is in a s cylinder motor; where the impulses ove lap; where the flow of the power strea is continuous.

The easy gliding motion of the Chalme "Six" is like a caress. You who hav never driven a real "Six" know nothin of its charm.

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`ale of Two "Sixes"

A One Motion Starter— A Non-Stallable Motor

One swing of a switch at the outset— id this is what happens. The Chalmers-ntz electric starter spins the engine to art it.

But that isn't all. If some unusual de- iand upon the engine should cause it to lter, the starter keeps it running until it icks up again.

There's no chance to be stranded in a irong or on a dangerous crossing. It iakes the motor unstallable. In simplicity nd sureness the Chalmers-Entz system is 'ithout a parallel.

'he Test That Tells the Tale

The true measure of value—and the only ne—is performance. What will the car o in service?—that's the question.

So we have arranged the Chalmers Road 'est. We make our appeal for the 'halmers "Sixes" through the cars them- _lves. We submit the evidence of deeds 'ther than of words.

Make this test—it is more than just a de. Put the burden of proof on the car self. It can't conceal; it can't exaggerate. will give you a new standard by which) judge other cars.

The Master "Light Six," $1800

I am the Chalmers "Light Six."
The son of a King—the Master "Six."
I am like my illustrious sire, though built in a lighter mold. I have Speed—more than you'll need. Though my Master Motor is light, I have power to spare.
Light on my feet, I am saving on tires and frugal with fuel.
I am easy to buy and easy to keep.

Six-Cylinder Value— Four-Cylinder Price

Many have waited for this day to come. They want a car of low first cost; yet a car of generous size and ample power. A light car but not a little one. But this car must be a "Six." For they know that means a car easy to ride in, easy to run, and easy to keep. In the Master "Light Six" everything has been reduced to the simplest form, yet nothing essential has been omitted. It gives the luxury and economy of the "Six" at the price of a "Four."

Safety First Always

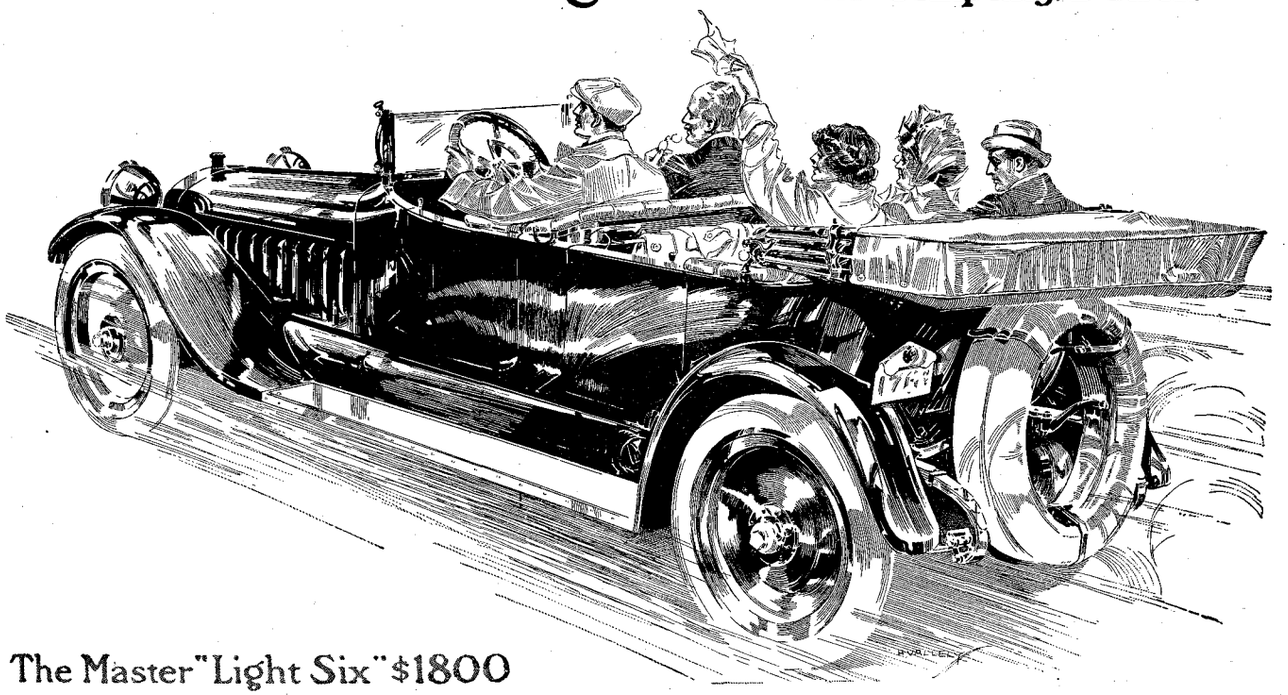
When you ride in the "Light Six" you can trust it. Frame and axles are of heat treated steel with a four-fold margin of safety. Gears and roller bearings have withstood a crushing test of fifty tons. Its brakes will stop it within its length.

Its electric starter prevents the motor from going dead at a critical moment. The gears lock themselves in mesh. The shifting device won't let you go wrong. The assurance of safety is the cornerstone of motoring pleasure.

Look at These Features and Try to Match Them at the Price

- Six Cylinders
- Molded Oval Fenders
- Non-Stallable Motor
- Electric Lights
- Triple Heated Fuel
- Timken Roller Bearings
- Chalmers Sectional Piston Rings
- Locked Transmission Gears
- Multiple Disc Clutch
- Underslung Springs
- 48 Horsepower
- 126" Wheel Base
- Electric Starter
- Clean Running Board
- Tungsten Steel Valves
- Left Hand Drive
- Center Control
- 34" Wheels
- Rayfield Carburetor
- Invisible Hinges
- Streamline Body
- Tapered Bonnet

Chalmers Motor Company, Detroit



The Master "Light Six" $1800

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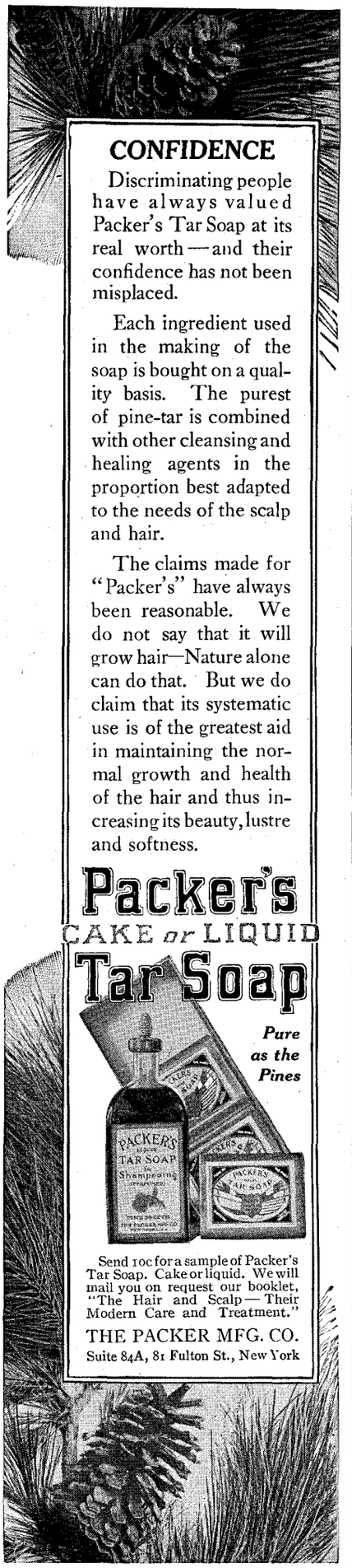
CONFIDENCE
Discriminating people have always valued Packer's Tar Soap at its real worth—and their confidence has not been misplaced.
Each ingredient used in the making of the soap is bought on a quality basis. The purest of pine-tar is combined with other cleansing and healing agents in the proportion best adapted to the needs of the scalp and hair.
The claims made for "Packer's" have always been reasonable. We do not say that it will grow hair—Nature alone can do that. But we do claim that its systematic use is of the greatest aid in maintaining the normal growth and health of the hair and thus increasing its beauty, lustre and softness.
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CAKE or LIQUID
Tar Soap
Pure as the Pines
PACKER'S TAR SOAP
Shampooing
Send 10c for a sample of Packer's Tar Soap. Cake or liquid. We will mail you on request our booklet, "The Hair and Scalp—Their Modern Care and Treatment."
THE PACKER MFG. CO.
Suite 84A, 81 Fulton St., New York

MOTOR-TRUCKS

(*Continued from page* 439)

London, it spread to some other towns. *Automobile Topics* declares that there is every reason to anticipate for the motor-bus still further use in the immediate future. One strong point in its favor is its safety as compared with trolleys. In most cities questions of traffic reform and safety for passengers and pedestrians are more and more pressing to the front. The greater safety of the motor-bus will, it is believed, enter into the solution of this problem; at least, that is the view taken by *Automobile Topics*, which points out the great advantage this car has of receiving and dispatching its passengers close to the curb, instead of in the center of the street, passengers thus alighting directly on the sidewalk. Being a trackless vehicle, the motor-bus has another very great advantage in avoiding accidents in that it can turn aside and thus adjust itself to conditions which suddenly arise in the streets. Harold B. Weaver, a consulting engineer "long identified with street-railway improvements," is quoted on this subject by the same paper as follows:

"A motor-bus is obviously less dangerous than a street-car, because an accident that is imminent can be avoided in only one of two ways or by a combination of them; namely, by a change of speed or by a change of direction. A motor-bus is capable of changing both its speed and direction, while a street-car is capable only of a change of speed.

"Statistics relating to the City of New York seem to show that relatively the motor-bus is a very safe vehicle. For the fiscal year of 1911, the most recent for which official figures are to be had, all of the surface lines in the Borough of Manhattan combined killed 70 persons and injured about 11,500, exclusive of employees. Of the persons killed, 7 were passengers and 63 were people in the streets. Of those injured, more than 8,000 were passengers and 3,000 were persons in the streets. It is evident that a great proportion of the injuries were sustained by the patrons of the lines.

"During the same year the motor-omnibuses running on Fifth Avenue, which were operated a distance equal to 2 per cent. of the entire mileage operated by all the surface-car companies, killed no persons and injured 21 passengers and 11 persons in the streets—32 in all, exclusive of employees.

"Comparing the figures, we find that the street-car lines injured one pedestrian for every 17,000 miles operated and the motor-buses injured one pedestrian for every 120,000 miles operated. Including passengers, one person was injured on the street-car lines for every 7,000 miles operated as against one person injured by motor-buses for every 60,000 miles operated. One pedestrian was injured by the surface-rail lines for every 120,000 fare passengers carried, as compared with one injured by the omnibuses for every 500,000 passengers carried. One passenger was injured on the surface lines for every 46,000 carried, and only one for every 250,000 carried by the motor-buses.

"These figures show conclusively that for the miles operated and for the number of persons carried, the operation of the motor-buses was from four to eight and a half times as safe as the operation of street-rail lines.

"In leading foreign cities, where motor-omnibuses are more generally used than in New York, they are also found to be safer than street-cars. In London there are considerably more than 3,000 motor-buses in service. In 1912 these carried 492,858,934 passengers, as compared with 512,652,552 carried by the trams, as the street-cars are known over there. The total number of accidents to passengers and pedestrians by the rail lines during the year was 2,486 and for the motor-buses it was 1,785. In this connection it is to be observed that traffic is much more congested in London than in any city in the United States, and that the omnibuses are operated in the most congested streets while the rail lines are operated on the less used streets.

"The Phanomobile is a decidedly original type of three-wheeler, in which the load is principally supported on two back wheels, while the front end of the machine is carried by a single front wheel, which both drives and steers. It has a capacity of 900 pounds in the smaller size, and 1,300 pounds in the larger. It is of French origin, but is marketed to a considerable extent among English houses. The frame is very low in the rear, and extends forward until it reaches the floor-boards, where it converges and slants upward to a small platform over the front wheel. On this platform is mounted the motor, a small four-cylinder air-cooled type, to the end of which is a planetary gear. A double set of chains transmits the drive from this gear-set to the wheel, which is spring-mounted. Steering and control are taken care of by a tiller upon which all controls are mounted.

"Standard parcel-cars resemble the larger delivery vehicles, but they are equipped with single-cylinder motors of 9.5 horse-power. Final drive is from the motor, located under a standard type of hood through a planetary gear to a worm-driven rear axle. In spite of its standard lines throughout, the little car sells for only $950. It affords capacity for 350 pounds, and is chiefly useful to commercial travelers."

DELAYS IN REPAIRING TRUCKS

When motor-trucks were first put into use a serious obstacle in promoting their sale was encountered in the dread among possible purchasers that there would be long delays in securing repairs. The purchase of a reserve truck in order to provide for such delays was suggested as one way out, especially for concerns that purchased many trucks, but in most cases the purchase was of one or two trucks only, and then the extra cost of a reserve truck could not be profitably borne. It was in these conditions that manufacturers established in large cities what were called "service stations," where trucks actually in use could be regularly inspected, where repairs could be expeditiously made, and spare trucks lent to customers who were having trouble with their own trucks. *The Horseless Age*, in recalling these facts, remarks that this service "became one of the chief talking-points of the motor-truck salesmen." Indeed, facilities for such service became "a prime essential in launching a motor-truck business in one of the large cities." Present aspects of the service side of the truck business are set forth in the same paper as follows:

"These inducements involved a heavy burden on the manufacturer, and while in general they may have had a beneficial influence, especially during the earlier years of the industry, they also promoted the growth of various abuses. It seems that the practise of free demonstrations was first to become burdensome to the makers, for about a year ago an agreement was reached in New York whereby a regular scale of

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charges was to be applied to demonstrations, which charges were to be rebated in case a sale was effected. However, the rest of the practises continued.

"What probably first caused manufacturers to realize the full cost to them of the unbusinesslike methods in vogue in the industry was the sweeping reductions in its truck prices made by the American Locomotive Company on going out of the automobile business. The announcement of these reductions caused quite a stir, and led many manufacturers to look closely into their expense, and one of the most important concerns in the field has since announced that henceforth it will sell only trucks and sell them on a strict cash basis. At the same time, it announced large reductions in price, especially on large trucks. It seems hardly possible that the cost of service and the loss due to time payments and other concessions can have been so great as would appear from these reductions, and there are those whom it will be difficult to convince that the saving on these scores will about balance the reductions.

"The reason given for discontinuing the maintenance service is that it encourages careless operation. Obviously this problem of whether or not it pays for the manufacturer to assume practically the responsibility for the maintenance of the truck will sooner or later have to be faced by the entire industry. We have no doubt that once motor-trucks are in general use, and the companies in the field can prove a record of many years of successful experience and many thousands of trucks giving satisfactory service, the purchaser will prefer to buy trucks without a maintenance guaranty. But whether this stage has yet been reached is doubtful."

MOUNTAIN-CLIMBING WITH TRUCKS

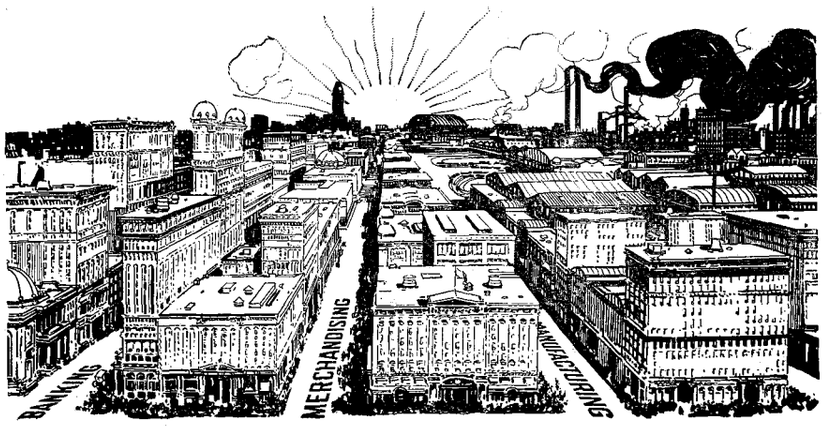
From Pasadena, California, to the summit of Mount Wilson runs a stage line, the first twelve miles being over a boulevard to the foot of the mountain, after which comes a difficult ascent of about nine miles over grades that vary from 14 to 23 per cent., and marked here and there with hairpin curves that call for driving with extreme care. These curves are narrow and sharp, and the roadway itself is often narrow, circumstances which make arrangements by telephone necessary between the hotel at the summit and the station at the base of the mountain for meetings between ascending and descending cars, since at only a certain number of places can cars pass in safety. The stage line over this route does not use horse vehicles or automobiles of the passenger kind, but three-ton trucks, so constructed as to carry both passengers and freight. A daily service is maintained, the summit of the mountain being an important place. It is quite level and on it are clustered around a good-sized hotel, an important observatory, a colony of professors, and homes for workingmen. Besides the truck adapted to passenger as well as freight service, other trucks serve the summit in conveying building materials and supplies.

THE PROGRESS OF THE CYCLE-CAR

It is contended by William B. Stout in *Motor Age* that "no matter how cheaply small cars can be built, real cycle-cars can be built more cheaply, and whatever advantage from great-quantity production the

(*Continued on page 445*)

Fundamental Business Thinking



IN every business, including yours, there is an avenue of thought which leads unerringly to every business profit—

A mode of thinking, investigation and analysis which detects and throws the spotlight on every element of cost.

The men who have been most successful in each line of business are those who have learned how to apply this thinking process.

But there are thousands of able, energetic and ambitious men who have achieved but a tithe of the success to which justly they are entitled—and who never will achieve it—because they do not know how to apply this thinking method to find the hidden fortune, detect the hidden pitfalls all about them.

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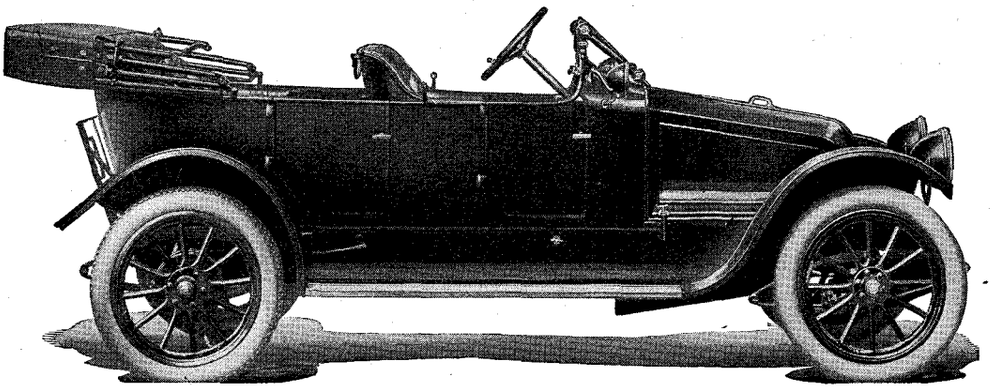
Franklin Six-Thirty



Engine and vehicle patented July 2, 1908

Franklin Six-Thirty Five-Passenger Touring Car, $2300

LIGHT weight is the one thing in automobile construction to give the owner that which is desirable and absolutely necessary if he is to be satisfied with the total results. Unless a car is light it will not be economical; it will not be as comfortable nor will it last as long.

Tire wear and tire trouble are in direct proportion to the size of the tires and the weight of the car. The Franklin Six-Thirty is light and the tires are large. The five-passenger touring-car weighs 2725 pounds without gasoline or oil. The roadster weighs 2630 pounds. The enclosed cars are proportionally light. The tires are 4½ inches. Another reason for the long life of tires on the Franklin is that the drive is through the rear springs (flexible), and not through stiff torque or strut rods.

Tire mileage, gasoline mileage and upkeep are reasonable only when the car itself is reasonable. The success of the Franklin is based on the fact that it is a reasonable car, a car anyone able to buy a good car can afford to run. It is scientifically light. Its light construction is obtained by materials that give the greatest strength and service with the least weight for each part, and by correct and simple design.

The weight of a car has nothing to do with its "keeping the road," except that the heavier it is the harder it steers. The car that keeps the road best is one that steers easily and is well sprung. The four full-elliptic springs of the Franklin take up all road shocks and keep any motion from the car which would tend to throw it out of its course. These springs in turn give easy riding.

The Franklin is flexible. Without flexibility all parts have to be heavier to resist road shocks. The Franklin wood chassis frame, lighter and stronger than a steel frame, together with the full-elliptic springs, gives a flexibility that saves the car and tires, and, best of all, results in luxurious riding qualities.

The Six-Thirty (six cylinders, 30 horse-power) is made with six body styles. All bodies are aluminum. Prices and weights are as follows:

Type	Price	Weight
Touring-car -	$2300	2725 pounds
Roadster - -	2300	2630 "
Coupe - - -	2950	2788 "
Sedan - - -	3200	2924 "
Limousine -	3300	2979 "
Berlin - - -	3400	3121 "

Prices, which include full equipment, are f. o. b. Syracuse, N. Y.

Note: Franklin dealers are now accepting orders for enclosed cars for early fall delivery.

The Six-Thirty is equipped with the Entz electric starting and lighting system. The motor-generator is direct driven by a silent chain from the engine crank shaft. The engine is started by simply throwing the switch. The switch also controls the magneto. While the switch is "on" the engine cannot stall.

The Franklin cooling system is another place where trouble and operating expense are saved by simplicity and lightness. The direct-cooled motor, having no radiator, belted fan, water-jackets or pump, makes minimum weight possible with nothing to freeze or leak.

A light car gives comfort, easy driving, safety. It gives the value of your investment in continuous service at a cost you can afford.

Franklin dealers everywhere are showing the car.

Catalogue sent to any address.

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MOTOR-TRUCKS

(*Continued from page* 443)

miniature motor-cars may gain, the cycle-car can take unto itself in greater measure." By this is meant that in quantity production the cycle-car can gain proportionately more than can the motor-car. That opinion is stoutly maintained by those who are now engaged in the cycle-car industry. Mr. Stout believes that eventually the cycle-car "will be made by several American factories in quantities equal to the present Ford output," while those who secure the lead in this industry "will vastly exceed the Ford output." Within five years "a thousand cars a day will be reached by the cycle-car factories." What is more, that number of cars can be turned out with half the number of employees necessary in producing the small motor-car. Other points in Mr. Stout's contribution are these:

"Two questions are always put to the cycle-car enthusiast by the unposted individual to whom he mentions cycle-cars: 'What will the cycle-car do if Ford comes down $100?' and 'What can a narrow-tread cycle-car ever do on American roads?'

"The answers to these questions were mere theory a few months ago; now there are real data to go by in answering them. The last can be answered first by this statement, proved by the run of the Falcon over 626 miles of the worst roads imaginable, by the Zip on a trip of similar length over the worst road conditions, by the Imp and Rocket cycle-car trips of hundreds of miles, by the Cornelian cycle-car run from Kalamazoo to Detroit and return, and numberless other shorter test trips. The cycle-car can negotiate roads in a manner impossible to any other road vehicles; it can do this with as great comfort as a big touring-car, and at equal or better speed. It can do on one-third the upkeep of the smallest light car, and can at the same time have as luxurious appointments, as easy riding comfort, as beautiful lines as the most expensive limousine. These have been proved by actual trial.

" 'But what if light cars come down $100?' This will have no more influence on the cycle-car movement than if the Baldwin Locomotive Works should offer locomotives for $100. The locomotive factory would be very busy, but there would be no influence on any cycle-car factory, as each firm is in a different field. There always will be a place for the small car, the Fords, Hups, etc., of the industry, but they will be less able than they are now to supply the demand of the public if they cut their prices even to a point equal to cycle-car prices, and will need to give all attention to their own proposition. It would be impossible for any one firm to supply every one in America.

"Again, the cycle-car can do many things a light car can not, just as the light car can do things the cycle-car can not do—carry four people, for instance. The cycle-car is faster and more comfortable than the cheap light cars, and one could buy one new every year and run it for the period on the upkeep alone of the cheapest light car. This includes depreciation, interest, insurance, repairs, tires, fuel and oil, garaging and fixing and running expenses. Figure it out for yourself.

"Cycle-car tires cost under $40 per set and will last two seasons of average running. Fuel consumption is about thirty-five miles per gallon. Garage expenses, none, for you can keep it in a shed or make a piano-box garage in the back yard just big enough to push it into as you would a motor-cycle, and built at a cost of under $10. Repairs cost almost nothing, for the work can be done by any one in a very short time. Skilled labor is rarely necessary. License and insurance are less, depreciation less, the ability to make better time in traffic and on rough spots and turns adds to the investment value as a business vehicle, giving it an advantage over any light car. With narrow tread and long wheel-base the lines of a big car can be followed and beauty of outline had which will not give the owner the feeling he is lowering his dignity by driving an imitation motor-car, but a feeling of pride in possessing a new type of vehicle superior for certain things to previous types.

"At the beginning of the cycle-car movement it was supposed that $400 would be the price limit for cycle-cars. Several makers, however, who have spent a little more in finish and comforts, yet keeping the simple cycle-car in mind and not running to complications, have been just as little able to figure how their output can meet what is already sold at $450 as have those announcing lower prices. Sales is not a problem in the cycle-car industry at present. By the time this stage arrives, mechanism and factory organizations will have reached a stage of development where prices can be much lowered.

"No, the small car will not interfere with the cycle-car any more than the cycle-car will with the motor-car. With the motor-cycle it is different. Even here, however, there will be those for some time who prefer the two-wheeler to the clean all-the-year-round cycle-car. There is no reason why the upkeep of the cycle-car should be more than a motor-cycle, or why the manufacturing cost should be higher. Cycle-cars eventually will be made at a manufacturing cost of around $150, allowing a selling cost of $300 or thereabout. No light car, no matter how great the production number, can ever be made as cheaply as a simple cycle-car, and there will always be a field for both."

THE INCREASE IN PETROLEUM PRODUCTION

An estimate of petroleum production for 1913 prepared by the United States Geological Survey shows that the output increased over 1912 by about 8 per cent. In 1912 the production was the highest then ever reached in the history of the industry, namely, 212,113,218 barrels; in 1913 the total was 240,000,000 barrels. Meanwhile the stock of crude oil held by pipe-line companies at the end of 1913 showed a loss in 1913 of more than 13,000,000 over 1912. Of the relation which these figures bear to the automobile industry, *Automobile Topics* says:

"As far as the automobile industry is concerned the actual gain in production is of comparatively little value, since the greatest gains were in the California and Oklahoma fields, which show probable increases of approximately 12,000,000 and 11,000,000 barrels, respectively. The Texas, Louisiana, Wyoming, and Kansas fields also showed increases aggregating some 9,000,000 barrels, the total gain of 32,000,000 barrels being partially offset by losses in other fields. The gains being principally in fields producing the heavier and asphaltic crudes, the refiners probably would have been unable to keep up with the increasing demand for gasoline for automobile and other purposes had it not been for the continued lowering of volatility in many quarters and the increased production of motor spirits, for which plants were installed in several localities during the year.

"The relative yield for 1912, and the estimated yield for 1913, according to Dr. David T. Day, director of the Survey, are

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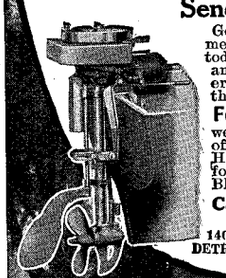

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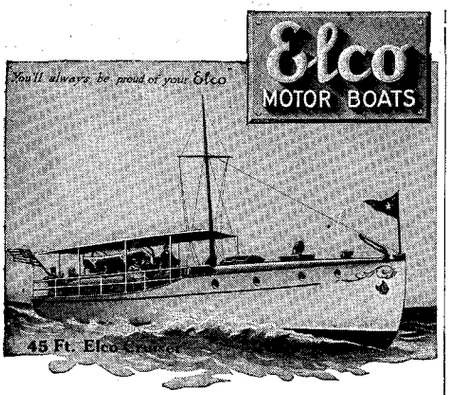

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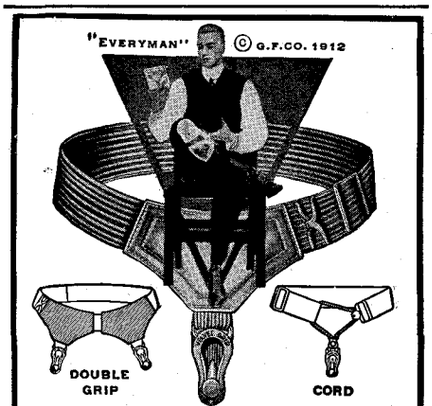

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Lisle, 25c. EVERYWHERE Silk, 50c.

GEORGE FROST CO., MAKERS, BOSTON

shown by the following table of the petroleum production by States in 1913 (estimated) and in 1912, in barrels:

States	1913	1912
California	98,000,000	86,450,767
Oklahoma	62,500,000	51,427,071
Illinois	22,000,000	28,601,308
Texas	14,000,000	11,735,057
Louisiana	12,000,000	9,263,439
West Virginia	11,000,000	12,128,962
Ohio	8,000,000	8,969,007
Pennsylvania	7,000,000	7,837,948
Wyoming	3,000,000	1,572,306
Kansas	2,000,000	1,592,796
Indiana	900,000	970,009
New York	800,000	874,128
Kentucky	500,000	484,368
Colorado	200,000	206,052
Other States	100,000	.....
Total	242,000,000	222,113,218

"During the past thirteen years, petroleum production has increased 400 per cent. Thirteen years ago the total production of crude was barely equal to the present demand for gasoline, according to *Oildom*, which, however, exhibits reticence as to what the latter figure is. It does, however, venture the statement that the number of automobiles in use in 1913 was 1,127,940."

STATISTICS AS TO AUTOS

Statistics of the motor-cars now in use in this country, in so far as they could be compiled from the licensing bureaus in such States as have registration laws, were recently made public. They show a total registration in 1912 of 1,127,940, or an increase over 1911 of 605,000. These figures include perhaps 30,000 cars registered in duplicate, but there are other cars in use of which no account was made in this total, because in some States registration is not required. New York leads among the States with a total of 133,000 cars registered, a gain of 51,000; Illinois comes next with 95,000, as compared with 45,000 in 1911; Ohio is third with 87,000, the total for 1911 having been 45,000; then come Pennsylvania with 79,000, Iowa with 77,000, Indiana with 66,000, Massachusetts with 57,000, the eighth place being taken by New Jersey with 50,000 cars.

Other interesting automobile statistics have been compiled by the Automobile Club of America, which finds at present at least 1,000 establishments in this country engaged in making autos of one kind or another—some passenger, some freight, the aggregate output in 1913 being valued at $500,000,000 and the number of men employed about 100,000. Following are other data derived from this source:

	1913	1910	1905	1900
Cars prod.	500,000	130,000	25,000	4,000
Value	*500,000	250,000	30,000	5,000
No. plants	1,000	750	175	25
No. cars for domes. use.	475,000	121,500	23,500	3,900
Val. cars for domes. use.	*475,000	238,000	27,300	4,850
Cars exp.	25,000	8,500	1,500	100
Val. of exp.	*25,000	11,200	2,700	150

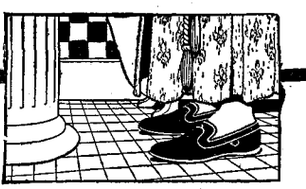
* $ mark and three ciphers omitted.

"It is estimated that 1,765,000 motor-cars have been manufactured in the United States since 1902, altho this figure is considerably higher than that usually accepted. According to the *Club Journal*, the machines produced and those in use have been as below:

	No. Produced	*No. in Use*
1913	500,000	1,260,000
1912	375,000	950,000
1911	275,000	685,000
1910	185,000	495,000
1908	100,000	270,000
1907	65,000	190,000
1905	30,000	85,000
1902	15,000	20,000

"New York, with 135,000 automobiles, has less than two for every 100 inhabitants, while California, with 115,000 machines, has nearly five to every 100. New Jersey, with

A Sherbet is made tasty and delightful by using Abbott's Bitters. Sample of bitters by mail, 25 cts. in stamps. C. W. Abbott & Co., Baltimore, Md.



"Comfy" slippers make cold tile floors warm

"Comfy"

An everyday slipper habit

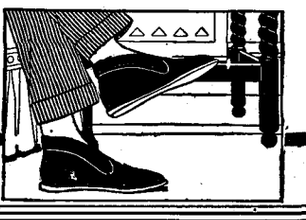
Somewhere in the bottom of the closet you have a pair of slippers.

Rather than take the trouble to dig them out you go around the room in your stocking or bare feet. Why don't you get acquainted with "COMFY" felt slippers? Get the "COMFY" slipper habit. "COMFYS" are easy to slip into, and you will find them the most comfortable footwear you have ever worn.

Look for this "Comfy" mark

Our Catalogue No. 62A will introduce you. Send for it.
Dealers: Send for Catalogue D and let us tell you about adding this line to your men's "Solid Comfort Department."

Daniel Green Felt Shoe Co.
121 E. 13th Street, New York
"Comfys" mean after-dinner comfort



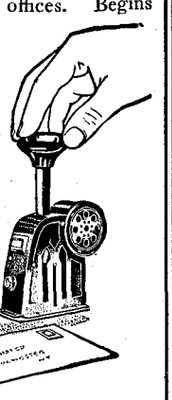
Stamps Three Envelopes While You Stamp One

Here's a little device that affixes stamps to any size or form of mail—instantly and securely. Simply insert coiled stamps (obtainable at any P. O.) in stamp case, fill water chamber, and it is ready for 500 stampings. Then simply press the plunger. The

Multipost

Stamp Affixer and Accountant

has been on the market three years and now is in daily use in 15,000 offices. Begins to save immediately—in large or small offices. Pays for itself in no time. One year guarantee. Will last a lifetime.



A Stamp Cash Register

You can't get a stamp out of the Multipost without it being recorded. The Multipost protects your stamps like a bank protects your money. Keeps a constant check on your postage and mailing. Save yourself from loss—and your employees from temptation—by using the Multipost.

FREE BOOK, "How Stamps are Lost"

Tells why you should watch your stamp box. Full of facts that are "eye-openers." Explains our Free Trial offer. Every business man should read this book. Send for it at once—it's free.

The Multipost Co., 19 Allen St., Rochester, N. Y.
Canadian Multipost Co., Toronto, Can.

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45,000 cars, stands at the bottom of the list of the nine principal States in point of number, but is ahead of New York in per capita ownership.

"During the first nine months of 1913, 20,953 cars, valued at $21,301,858, were exported, as against 18,406, worth $18,252,299, in 1912, and 11,244, with a value of $11,565,034, in 1911. Canada continued our best customer, taking 5,260 machines during the 1913 period, and the United Kingdom remained a good second with 3,900. Mexico had the smallest total, with 175. The average value of the cars exported has been about $1,215, while those imported by this country have averaged $2,505."

BUILDING CHEAP CARS IN ENGLAND

An end has not yet come to the agitation in England caused by the invasion of cheap American cars. Several schemes to meet the invasion have been proposed from time to time, one of which was a combination of English makers to produce a single vehicle at very low cost, but nothing practical has yet come from the discussion. A member, however, of the great engineering body attached to the English motor-vehicle industry (the Institution of Automobile Engineers) has presented to the Institution a paper in which he outlined a car that could be made in England and sold at $1,000. His views may be taken as expressive of the present status of English agitation of the subject. Following are points in this paper as summarized in *Motor Age:*

"Mr. Clayden's opinion is that there is no possibility of producing in the United Kingdom a car like the Ford, which can sell at $550, altho he does not mention names. This is because the market for such a car is only to be found in the United States, where there are so many possible purchasers within reach of the doors of the factory. It is only for cars costing from $750 at the very lowest limit to $1,500 at the very highest that British makers can find a possible market. In regard to the proposition to assess a very high import duty on foreign cars, Clayden believes that it would be unavailing to keep out the $1,000 car of American production, because the British market has a public demanding the $1,000 four-seated car and ready to buy it, and the complete removal of the American car merely would leave that demand unsatisfied. There is a tendency among British motor manufacturers to regard the low-priced car as within the capability of a low-priced engineer, whereas the fact is the very best brains in the country are required to produce a satisfactory, inexpensive car.

"Assuming that American methods of manufacturing were applied to a British design, Clayden believes that a car could be made a good deal more cheaply than by the ordinary British method, solely by virtue of the great quantity, tho it certainly would cost more than the American car. On the assumption of American methods of quantity production, Clayden suggests specifications for a four-passenger British car to list at $1,000 equipped.

"According to Clayden's specifications this proposed British cheap car would have a four-cylinder motor of 3.6 bore and 4.8 stroke, the cylinders cast in block. It should have a cone or single-plate clutch, a three-speed gear-set, either on the axle or in unit with the motor, preferably the latter, perhaps worm drive, a three-quarters floating rear axle, leather universals, center gear-shift control with right drive, and with the emergency lever on the right side; tires 32 by 4½ and wheel-base from 120 to 126."

Lowered into a sound-proof room, closed in with eight-inch walls and hatches fastened down, a Continental Motor undergoes the final examination. It is the silence-test, under extreme working conditions, gauged by a dynamometer. No faintest defect-revealing noise can possibly escape. The motor must prove itself a perfect mechanism.

Continental Motors

Silent motors are saving motors, in power and in upkeep. More,—silence certifies a total elimination of friction, and an amazing exactness of machining down to the ten-thousandth of an inch, which insures for the motor a life of many years of satisfactory service.

Over 80,000 drivers are loud in the praise of the silent Continental; and this year 40,000 more Continentals will go into service, in 92 makes of cars—pleasure cars in fact as well as name, and commercial cars which bring their owners steady profits.

From 11 to 60 horse power—there is a Continental in at least one leading make of every class of motor vehicle. No matter what the requirement, there is a Continental-equipped car to meet it.

Continental Motor Mfg. Co.
Largest Exclusive Motor Builders in the World.
Detroit Michigan

CONTINENTAL MOTORS — Power that Runs the Nation — AMERICA'S STANDARD

ALLMENS' ALCOHOL

Double Refined Pure Grain 190 Proof

The highest proof possible to distill, for domestic and pharmaceutical uses.

CAUTION.—Neither denatured or wood alcohol should ever be used externally or internally for either man or beast.

Try one gallon, and we will prepay the express charges on receipt of $4.50
8 Vials Flavoring Extracts Free
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A Million Dollars In a Week

A thousand cars in seven days—a million dollars' worth of Jeffery Fours and Sixes sold in a week—that is the record established by the Jeffery organization at the Chicago Show.

One hundred and thirty-eight cars were sold for immediate delivery. Dealers' orders were taken for one thousand and seventeen for delivery before April first.

Seven thousand dealers' orders have been taken to date. This number exceeds the possible production of the big Jeffery works for five months to come. It means that in March, April, May and June, Jeffery cars will be hard to get.

The public now knows that the Jeffery Four leads the medium priced field. It is now simply a question of factory production and deliveries.

Fifteen hundred and thirty-nine people registered for demonstrations during the Chicago Show. Manufacturers of other cars, salesmen interested in other lines, and dealers selling all cars came to see the Jeffery—all conceded the Jeffery Four at $1550 to be without competition.

A buyer stepped into the exhibit of a five thousand dollar car near us. He said, "What do you think of this Jeffery over here?" The salesman replied, "I think so well of it that I told a friend of mine—who cannot pay our price—to go and buy a Jeffery."

Thirty cars a day are being produced in the Jeffery works. Think what it means to build that number of cars in the Jeffery way.

Fifty-six Jeffery Fours and Sixes were shipped by the factory on a day when a blizzard was raging through the country. The Jeffery pay roll today is the largest in the history of the company. The shipments for January exceeded by one hundred per cent those of January one year ago. February beat the same month last year by two hundred per cent.

A great period of prosperity is opening up in this country and the big Jeffery organization, with the new Jeffery Four and Six, is on the wave.

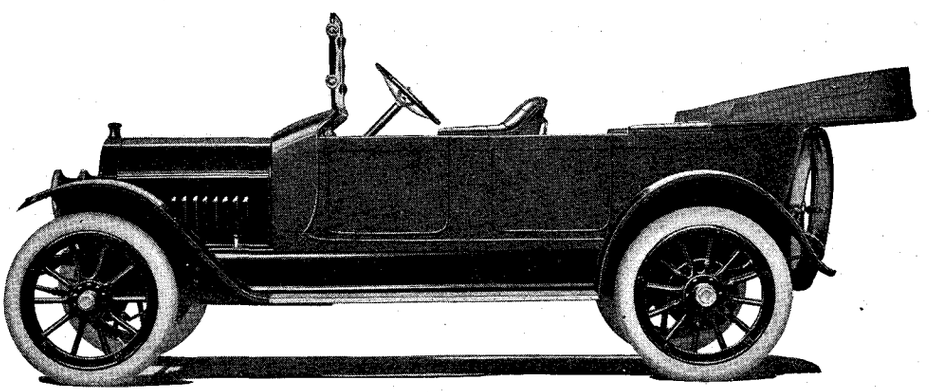
There are reasons for this prosperity. Here they are:

The Jeffery Four is the first light weight, high grade car, equipped with a modern European type of high speed bloc-type motor, to sell in this country for less than $2500.

Take it from the tip of the radiator to the tail lamp and there is quality in every detail. Bosch Duplex system, Rayfield carburetor, electric starting and lighting system, four speed transmission, imported annular ball bearings, Spicer universals, full floating type rear axle with imported annular ball bearings, Rothschild body, and quick getaway—from nothing to forty miles in twenty seconds.

In 1916 the Jeffery type of car will be more common. The great demand for light weight and economy is forcing other manufacturers to imitate us. The day of the big, bulky car is gone and the Jeffery car is the car of the hour because—

It's Economy Year, and Jeffery Made It So



Jeffery Four	
Two passenger Four	$1550
Five passenger Four	1550
Four passenger Sedan Four	2350
Limousine Four	3000
Two passenger All-Weather Car	1950

Jeffery Six	
Two passenger Six	$2250
Five passenger Six	2250
Six passenger Six	2300
Five passenger Sedan Six	3250
Limousine Six	3700

The Thomas B. Jeffery Company

Main Office and Works, Kenosha, Wisconsin

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CURRENT POETRY

ONE of the important literary events of the spring is the publication by the Macmillan Company of the "Collected Poems" of George Edward Woodberry. Mr. Woodberry's position in the world of letters has been likened to that of James Russell Lowell. He combines a love for classical times and places with a generous zeal for freedom and democracy; he is, in the best sense of both words, a traditionalist and a progressive. And in addition—as was known long before this book was published—he is a natural and accomplished poet.

Of the two poems which we quote, the first was selected because of its delicacy and charm; the second because of its strength and sincerity.

Orfeo

BY GEORGE EDWARD WOODBERRY

"Teach me to kiss the Dorian flute,
The Dorian pipe to blow;
I with my own breath would salute
Great Pan before I go;
And may the genius of the place
Adopt me in the shepherd race!"

So, perched on Monte Venere,
I prayed a little goat-skin boy
To leave his herd and sit by me,
And teach me all the shepherd's joy.
"What is your name?" to him I said:
"Orfeo," blithe reply he made.

I took the flute, I took the pipe,
No reed would to my breath respond,
He laughed to see me blow, and wipe
My lips, the pretty vagabond;
Still Nature's child, tho notes I snatch,
Was victor in that singing match.

But I was paid when, as behooved,
I threw into his shaggy lap
The gifts by ancient time approved,
My London scarf and Naples cap;
And as of old, the happy boy
Leapt high, and clapped his hands for joy.

Fame

BY GEORGE EDWARD WOODBERRY

Great thoughts had swelled my breast since morning light—
Of one who, vibrating the ether, spake;
And one whose ray abolished the opaque;
Sailors, who drove from either Pole the night;
Aerial Chavez o'er the Alpine height
Icarian borne, the eagle in his wake;
The twain whose love unveiled the radium flake;
And him who dragged the pestilence to light.

And when the long day drew to evening's close,
And on heaven's face the eternal beauty came,
So in my memory gloriously arose
The starry universe of human fame;
And through the midst thereof uncounted glows
The light of souls who died without a name.

To Dr. Rossiter Johnson the world is grateful for many poems of enduring beauty. Here—in proof of this statement—is a poem from a recent issue of *The Colonnade*.

What the Young Man Said in His Heart

BY ROSSITER JOHNSON

If love be like a flower that fills the air
With odors delicate and renders earth
A place more purely sacred and more fair,
A garden of delight, a hall of mirth;
If I may pluck that flower and make it mine;
If I may wear it proudly on my breast;
If with its presence comes a strength divine
For noble action or for patient rest;
If life is hid and paradise unknown,
And every spring of happiness is dry,
Save with the blooming of that flower alone—
Then let me love, albeit the flower must die.

If love be like a star that shines by night
More softly radiant than its fellow stars,
Luring the mortal to a realm of light
Beyond the confines of these earthly bars;
If that way lies the path to worlds unsought
And life undreamed-of, with a nobler cause
For every act and every inmost thought,
And wider sympathies and juster laws;
If far beyond the firmament appears
That star still moving as I onward strain—
Tho life is short, and shorter grow the years,
Still let me follow, tho I ne'er attain.

If love be like the sea, the great round sea,
That heaves and falls with its eternal tide,
From whose dominion earth is never free,
This earth whereon we pleasantly abide;
If love be like it in its far extent,
If love be like it in unfailing power,
If human love from love divine is sent,
Heaven's only likeness and man's richest dower—
Tho but in visions are thy secrets seen,
And all that venture may be lost in thee,
And the soul's self as it had never been,
Still, take me to thy bosom, wondrous sea.

Mr. Hardy's verse has a small but enthusiastic company of admirers. "The Plaint of Specters" is interesting, certainly, and the phrase "the New Year's dawn strode up the air" is splendidly imaginative. But it is not for his poetry that Mr. Hardy is to receive the Nobel Prize. We take "The Plaint of Specters" from the London *Saturday Review*.

The Plaint of Specters

BY THOMAS HARDY

"It is not death that harrows us," they lipped,
"The soundless cell is in itself relief,
For life is an unfenced flower, benumbed and nipt
At unawares, and at its best but brief."

The speakers, sundry fantoms of men gone,
Had risen like filmy flames of phosphor dye
As if the palest of sheet lightnings shone
From the sward near me, as from a nether sky.

And much surprized was I that, spent and dead,
They should not, like the many, be at rest,
But stray as apparitions; hence I said,
"Why, having slipt life, hark you back distrest?"

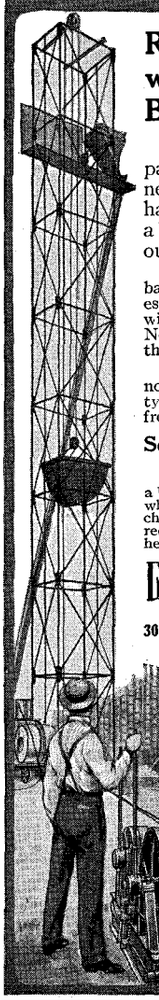
"We are among the few death sets not free,
The hurt, misrepresented names, who come
At each year's brink, and cry to History
To do them justice, or go past them dumb.

"We are stript of rights; our shames lie unredrest,
Our deeds in full anatomy are not shown,
Our words in morsels merely are exprest
On the scriptured page, our motives blurred, unknown."

Then all these shaken ill-writ visitants sped
Into the vague, and left me musing there
On fames that well might instance what they had said,
Until the New Year's dawn strode up the air.

The poet who sings the praises of heroes of fiction produces his effect not solely by his own skill; he has the powerful aid of the literary memories and associations of his readers. Mr. Gerson's "Don

NOVO
REG. U.S. PAT. OFF.
ENGINES AND OUTFITS



Raising Materials with a Novo Hoist Brings Costs Down

In building construction, particularly, the cleanliness, economy and ease of handling give Novo Hoists a big advantage over steam outfits.

In ice handling, log hauling, back filling of sewers and trenches, freight loading and all work within range of their capacities Novo Hoists are daily proving their superiority.

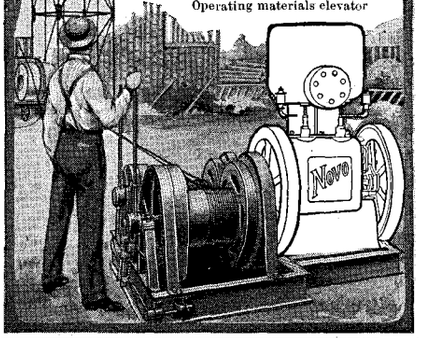
They are made in reversible, non-reversible and double-drum types, with lifting capacities from 600 to 4,500 lbs.

Send for the Novo Book "Reliable Power"

a book of great value to the man who wants to know how to get cheaper and better power. Free if requested on your business letterhead.

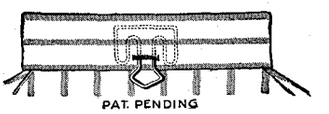
NOVO ENGINE CO.
Clarence E. Bement, Sec'y and Mgr.
301 Willow St., Lansing, Mich.

Novo Hoist Fig. 14120
Operating materials elevator



STOPDUCKING COLLAR FASTENER
LIES FLAT ON NECK BAND

Eliminates shank of collar-button, relieving neck of pressure and chafing. Made of gold plated wire; conforms to shape and movements of neck. Quickly attached to or detached from collar. Won't tear button-holes. Nothing like it for comfort.



Reduced facsimile showing FASTENER attached to *BACK* collar band.

10c each, three for 25c

Sent postpaid. Money refunded if not satisfactory.

F. Jordan, Mfr., 33 Broadway, N. Y.
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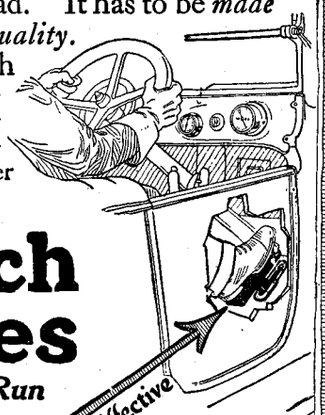
"Safety First"

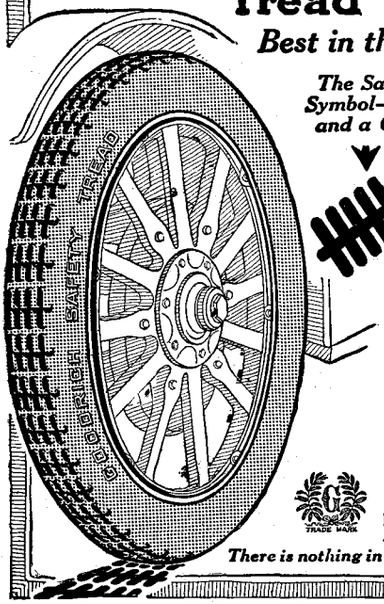
in the *Quick Stops!*

Safety *must* go deeper than the tread. It has to be *made* into the tire itself. It has to be *quality*. Goodrich Tires are quality through and through. Goodrich Unit Molding—the original Safety First idea in tire-making—produces a tire which wears as a unit—every part helping every other part to render the service demanded of it.



Goodrich Safety Tread Tires

Best in the Long Run



The Safety First Symbol—Five Bars and a Crosstie

It Makes the Brake Effective

The five thick, tough Goodrich rubber fingers dig down through the mud, slush and ooze—they clean and grip the road.

The extra thickness of Goodrich rubber in the tread at the point of contact gives you longer wear, longer service and lower cost mileage.

We have been pioneers in bringing tire prices to their present low level, and, besides we set the standard of quality by which others are judged.

Here are the prices to pay for the best tires ever produced in the Goodrich factory:

Size	Smooth Tread Prices	Safety Tread Prices	Size	Smooth Tread Prices	Safety Tread Prices
30x3	$11.70	$12.65	34x4½	$33.00	$35.00
30x3½	15.75	17.00	35x4½	34.00	36 05
32x3½	16.75	18.10	36x4½	35.00	37.10
33x4	23.55	25.25	37x5	41.95	44.45
34x4	24.35	26.05	38x5½	54.00	57.30

You can get Goodrich Tires of your dealer or at any of our branches or depots.

Factories: Akron, Ohio **The B. F. Goodrich Co.** Branches in All Principal Cities

There is nothing in Goodrich Advertising that isn't in Goodrich Goods

2c a Week Pays Wash Bill!

Write for FREE Book

Electricity or Water-Power Does the Work

Just a "Twist of the Wrist" Starts or Stops the Machine!

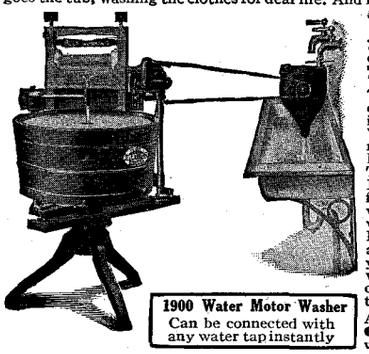
The 1900 Motor Washers are now at work in thousands of homes. They are doing the work formerly done by women **at a cost of 2 cents a week for power.** Saving thousands upon thousands of dollars in wash bills. Saving worlds of wash-day troubles. Leaving the women free to do other work while the machines are doing the washing.

The 1900 Motor Washer

Washes a Tubful in Six Minutes!

Handles Heavy Blankets or Dainty Laces.

The outfit consists of the famous 1900 Washer with either Electric Motor or Water Motor. You turn on the power as easily as you turn on the light, and back and forth goes the tub, washing the clothes for dear life. And it's all so simple and easy that overseeing its work is mere child's play.



1900 Water Motor Washer
Can be connected with any water tap instantly

A Self-Working Wringer Sent With Every Washer

The motor runs Washer and Wringer. We guarantee the perfect working of both. No extra charge for Wringer, which is one of the finest made. **WRITE FOR FREE BOOK and 30 Days' FREE TRIAL OFFER!** Don't doubt! Don't say it can't be done. The free book **proves** that it can. But we do not ask you to take our word for it. We offer to send a 1900 Motor Washer on absolute **Free Trial** for an entire **month** to any responsible person. Not a cent of **security**—nor a promise to **buy**. Just your word that you will give it a test. We even agree to **pay the freight**, and will take it back if it fails to do all we claim for it. A postal card with your name and address sent to us **today**, will bring you the book free by **return mail.**

1900 Electric Motor Washer
Can be connected with any ordinary Electric Light Fixture

All correspondence should be addressed to **1900 WASHER CO., 6126 Court St., Binghamton, N. Y.** Or, if you live in Canada, write to the Canadian Washer Co., 357 Yonge Street, Toronto, Can.

Quichotte" (we wish he had used the more familiar spelling) is crude in some of its phrases, but it is sincere, and the moral is aptly drawn. We take it from the Philadelphia *Public Ledger*.

Don Quichotte

BY FELIX R. GERSON

I love thee well, for long my heart hath found thee
  Stanch in thy purpose, and sublime of soul;—
The years laugh at the weaknesses around thee,
  Not at thine own, which I would fain extol.

For this the plaudit: that thou hero-hearted,
  Arrayed thee 'gainst the windmill, undismayed;
Disdained to murmur, tho the world's wounds smarted,
  But valiantly strove onward, unafraid!

Knight of La Mancha, following thy vision;
  Since thou wert stedfast, and conceived thee right,
And faltered not in doubt or indecision,
  Thy scoffed-at struggles grace thee in my sight.

What do we know of right?—The storied ages
  Tell blood-red tales of tyrants and of slaves,—
We turn white-cheeked from history's dark pages:
  The monuments reared o'er the centuries' graves.

Treason, and lust, and selfishness are graven
  Upon the tablets of the world's advance.
A noble soul is like some long-sought haven,
  Where we would linger—tho but in romance.

Full well I know it—better far is failing,
  Through striving after fancies that seem gold;
Or love, or glory—than to be bewailing
  A dreamless life—and youth grown early old.

Mr. Byrne's poem (from the March *Smart Set*) is not a true ballade—François Villon would shudder at the looseness of its rime scheme. But he would admire its dash and spirit, and the skilful introduction of the mighty names would stir his heart. The envoi is splendid.

A Ballade of Old-Time Captains

BY DONN BYRNE

Who speaketh now of Tamerlane,
  That emperor of Tartary?
Who speaketh now of Prester John,
  Monarch of old-time Muscovy?
  Cuchulain of the Irishry—
King Arthur of the grievous fray—
  Great God! Who heareth word of them?
The winds have blown their dust away.

Never a word of those valiant ones,
  The warrior captains of long ago;
Roland, the mighty paladin,
  Who wrought the havoc of Roncevaulx;
  Duke Hannibal, or Scipio:
The Roman Julius, crowned with bay;
  Pepin le Bref, or Courtmantel;
The winds have blown their dust away.

Never a word of the Lion Heart,
  Who won the proud Castilian dame.
Never a word in a minstrel's mouth
  Of the Grecian Alexander's fame.
  Never the Trojan Hector's name
Is heard in ballad or virelay.
  And Coriolanus, where is he?
The winds have blown their dust away.

L'ENVOI

The old Ecclesiast hath said
  That all is vain, but welladay!
'Tis pity of those mighty ones—
  The winds have blown their dust away.

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Overland DELIVERY WAGONS

A Business Getter

PRACTICALLY every American merchant has been almost begging for a small commercial car that was really practical. Of all the hundreds and hundreds of commercial jobs put on the market, not one seems to have fit or answered the requirements of the majority of business men. They were either too large, which means cumbersome and costly; or too small, which means inefficient and troublesome.

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Producing this wagon on a large scale has made it possible for us to get under the market on price. Compared with other similar wagons, it costs you 30% less.

See This Wagon Today

Look up the Overland dealer in your town and ask him about this wagon today. Let him tell you its worth in detail. Full information and catalogue on request.

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Panel Body

$950—Complete f. o. b. Toledo

$1075—with electric starter and generator—f. o. b. Toledo

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$900—Complete f. o. b. Toledo

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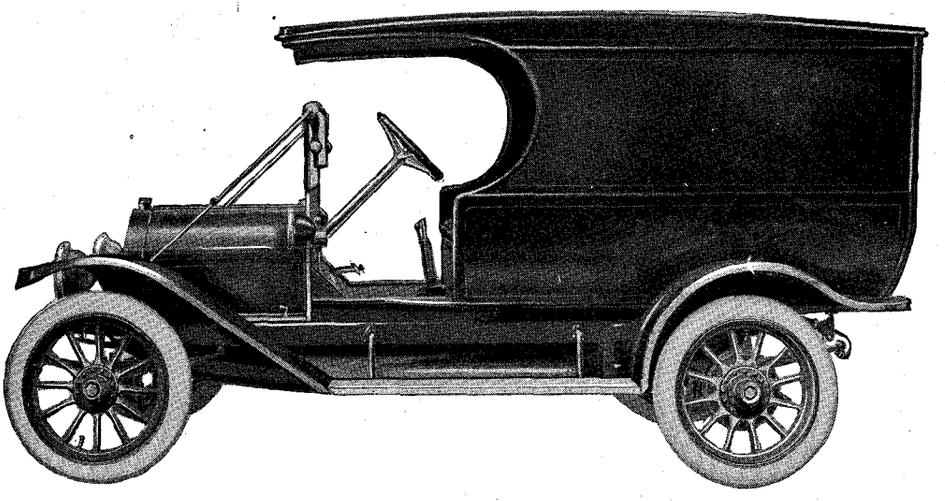
Manufacturers of the famous Overland Pleasure Cars, Garford and Willys-Utility Trucks. Full information on request.



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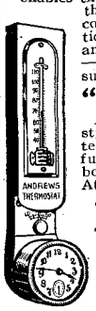

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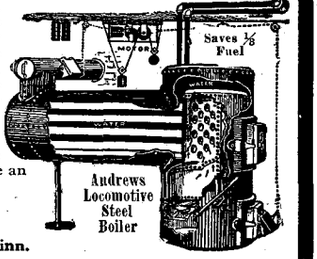

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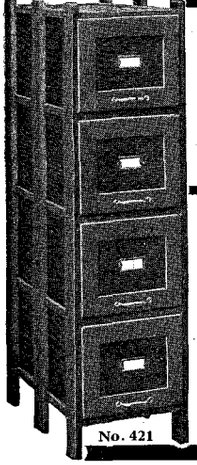

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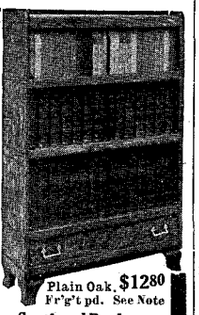

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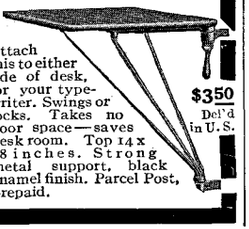

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PERSONAL GLIMPSES

AN EX-OUTLAW'S RACE FOR GOVERNOR

AL JENNINGS, the ex-bandit, may or may not be just the right kind of a man for the governorship of Oklahoma, but there is no question about the wide human appeal his candidacy is making around the country. Jennings is a real novelty in American politics, not only because he achieved success as a lawyer after having served part of a life term in a penitentiary for train-robbery, but because of his picturesque personal qualities. Others may become obsessed with a desire for public office and make financial sacrifices to obtain it, but few men take their political ambitions as seriously as Jennings takes his. And if publicity means much in the Oklahoma campaign, he will have one advantage over his opponents, for during the last twelve months his name has become a household word. The story of how he has turned down large sums of money in order to run for governor and of the picturesque fight he is making is told in the Kansas City *Star:*

He has had many offers of good money. They come to him every day, by mail and telegraph. Every moving-picture company in the country has been after him, to pose as the principal actor in outlaw scenes. One of those offered him 25 per cent. of the receipts in this country and 33⅓ per cent. for foreign countries, with a guaranty of $10,000 for the first year. Every lyceum bureau and Chautauqua company in the country has volleyed him with telegrams and letters, and sent their representatives to see him. The largest vaudeville concern in the country offered him $1,000 a week for forty-eight straight weeks just to walk out on the stage twice a day and do a thirty-minute monolog.

One of the largest lyceum and Chautauqua companies offered him $1,000 a week and traveling expenses to go on their lecture circuit in the East this winter and lecture at the Chautauquas next summer.

Jennings has refused all of them.

"I wouldn't go on the vaudeville stage and make a show of myself, now or at any future time, for any price, nor under any circumstances," he said last week.

"As for the other offers, there isn't gold enough in the world to tempt me to give up my race for the governorship of Oklahoma."

Jennings was sitting on the arm of his chair, with his feet in the seat, his elbows on his knees. He is a small man, and he could do that without danger of the chair tipping over.

"They've printed in nearly every paper in Oklahoma that outside capital is backing me with a campaign fund of $100,000 in my race for governor," he continued. "That's a lie. I've been offered money from half a dozen different sources for my campaign, but even if I took money from

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my friends, offered in the best of faith, I would, of necessity, be compelled to recognize them and their pleas after I become governor, and I'd be an ingrate to accept their money and then not recognize them in making my appointments or otherwise, and that is the first downward step to ruin for public officials, isn't it?"

Jennings springs from his seat on the chair arm to the floor, and begins walking up and down the floor with his hands thrust deeply into his trousers pockets.

"I am going to keep myself clean of all promises and entanglements with a single politician of any stripe, or with any one else, and stagger through my campaign on the $3,000 which the law permits a candidate to spend in seeking an office. Already one candidate has paid a newspaper $10,000 to support him, and has subsidized a hundred little weeklies; the other candidates are figuring on $8,000 and $10,000 campaign funds, and some as high as $25,000. What, then, is to become of the people in case one of them is elected? It will be the same old order of things; the people will, after all, pay the campaign expenses, and the same gang will fill the offices and rob the people."

"You expect to be elected governor?" he was asked.

He stopt in the middle of the floor, jerked his right hand from his pocket and pointed a forefinger at the questioner, his sharp eyes sighting along the extended finger. The man in the chair against the wall tried to imagine him thus in the old bandit days, that pointing forefinger, the blue barrel of a .48 Colt's revolver, with the cold gray eyes peering along it.

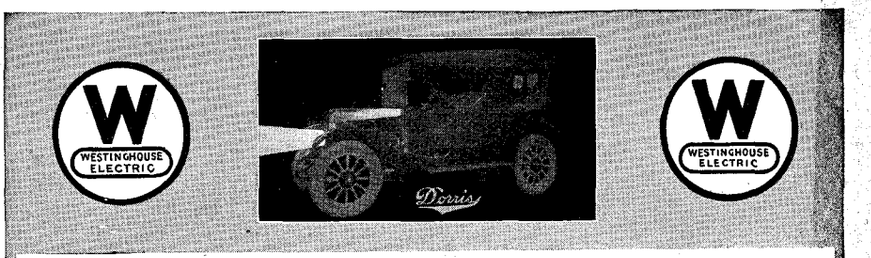
"Just as sure as you're sitting there I'll be the next governor of Oklahoma," he snapt out. "They can't count me out this time as they did when I was elected prosecuting attorney of this county last year. I won then by three thousand votes and the politicians counted me out and gave my opponent five hundred majority."

One doesn't have to be in Oklahoma City long to find out that this is absolutely true. Even the bitterest political opponents of Al Jennings admit that he was fairly elected prosecuting attorney of Oklahoma County and was counted out.

"I will get a vote this time that they can't overcome," Jennings says. "I am going to speak in every county in the State and in some counties a good many times. I can do it with $3,000, and I see my way clear to get hold of that much. My book will be out about the first of March, and I'll get $2,500 from *The Saturday Evening Post* besides. That will pull me through."

"Beating Back," the story by Al Jennings and Will Irwin, which ran serially in *The Saturday Evening Post*, is to be published in a book by D. Appleton & Co. It is already in type. The first edition will be ten thousand copies, and the publishers believe it will run up one hundred and fifty thousand Upward of four thousand letters have come from all over the country to Jennings and *The Saturday Evening Post*, asking that the story be printed in book form.

Jennings and Irwin together got $4,600 from *The Saturday Evening Post* for the story, "Beating Back," which they divided equally. They are to get an advance royalty of $750 the day the book is printed,



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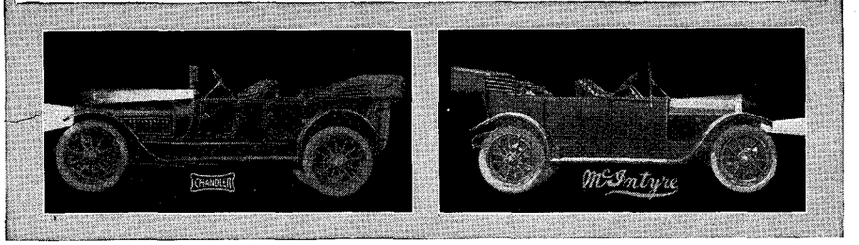

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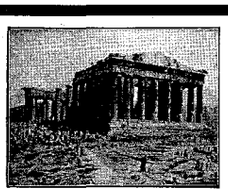

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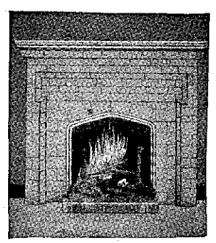

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No one can really know the surpassing beauty of the effects obtained by sprinkling a pinch of **DRIFTWOOD CRYSTALS** upon the red-hot coal or wood embers in

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In an instant a magic shift of vari-colored light appears, ever changing like a kaleidoscope—green, blue, yellow, gold, old rose! The room is flooded and you are entranced with the melting green glory of the sea-strewn moonlight! The languishing blue of the sea-reflected Italian sky! The yellow of the passionate summer's sun piercing the crest of the rising wave! The lurid gold of the dying sunset rippling on the bosom of the sea like a mantle! The old rose tints that pave the way to night and darkness on the deep!

Make your fireside a place of Romance! Make the evening at home wonderful!

DRIFTWOOD CRYSTALS are sold in one pound boxes that last indefinitely. The regular price is $2.00 per box. Special price to those answering this advertisement, $1.00. This offer is limited. Money back if not as represented. Handsome little Birthstone and Memory Book sent free.

Driftwood Crystal Co., 26 State Street Hartford, Conn.

and a royalty thereafter of 15 per cent. for the first five thousand copies sold and 20 per cent. on all copies above that.

Jennings expects to get a part of his campaign fund from the sale of this book. In addition he and Irwin are to get $1,000 each for five stories which they are to write this winter for *The Saturday Evening Post.* This, divided equally, will give Jennings $2,500.

"I have the five stories now in my head," Jennings says. "I will write them and send them on to Irwin and he will edit them."

Jennings sat down again and his voice became soft and plaintive.

"I don't care for much money," he said. "But I do like to pay my debts and feel easy. I gave up my practise of law a year ago because I couldn't be clean and honest and practise law."

Jennings had a fine suite of offices in the State National Bank Building in Oklahoma City and was earning something like $5,000 a year when suddenly he closed his offices and moved his law-books and desk into a little back room in an obscure building. Men and women came to him with their cases, but he refused to practise. When asked why he quit, Jennings explained that in a great many cases a lawyer knows that perjury is being committed, and while he does not necessarily connive in it, using such a weapon does not seem exactly right. Jennings says there are a great many honest lawyers, but few of them are prospering. He thinks he can make a living with his pen if he is defeated in the race for governor. His "Beating Back," which ran as a serial in *The Saturday Evening Post* some time ago, seems to have been popular, and Jennings believes he has material for more interesting reading-matter. *The Star* proceeds:

Nearly every one thinks that Irwin wrote "Beating Back" and that Jennings merely supplied the facts. That is not exactly true. Jennings wrote the story ten years ago under the name, "The Long Trail." He had a literary friend in New York whom he went there to see occasionally and there he met Irwin and outlined the story to him. Last summer Jennings went to visit Inez Haines Gilmore, the author, in Scituate, Mass., and there he and Irwin finished the story. It is nearly all in the original language of Jennings, which many persons in Oklahoma City well know, having read the original manuscript.

"I'm in debt now," Jennings went on, continuing his explanation of why he refused $48,000 a year rather than lose the chance of running for governor of Oklahoma.

"I need money now worse than I ever did in my life. The money I got from my story I spent in hospital bills. My wife had an operation performed, and right after she came out I went in and had one performed. I haven't any money and I'm in debt. But there isn't money enough in the State to tempt me to leave the race for governor nor the purpose I have in view. If I'm elected by the people I'll give them an honest administra-

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tion and a forceful administration; there's nothing to swerve me from that determination; so help me God, that's true."

The little man with the shock of curly, red hair was on his feet again, pacing the floor, terribly in earnest, in all seemingness.

"Why, man, just look at me. Al Jennings, train-robber, bandit, with the brand of convict all over him; pardoned and a citizen to-day by the grace of good men who believe in me. I can't fail. Others might fail, others could fail and take money and get away with it; I could not, and I won't. The eyes of the world are on me. I've got to make good. I'm fanatical on that subject. I've just one ambition, just one aim in life, and that is to be governor of this State and have the world point at me and say: 'There's an ex-convict that made good; they can come back if they get the chance.'"

Then he sat down again and his voice grew tender:

"I want, in the years to come, for people to point to me as the ex-governor of Oklahoma instead of the ex-convict—to the man who made the best governor the State ever had. That would make amends, wouldn't it? Maybe, then, they wouldn't remember quite so much that I was a convict as that I was a good governor."

There was something pathetic and touching in this man who had been an outlaw and a life convict, with five bullets in his body now, walking up and down his shabby little office, planning the big things he would do when he became governor. And the one thing about him that impresses most strongly is his sincerity, his earnestness. They say that is what impresses his audiences. They go to hear him out of curiosity, and sit quietly, resentfully, and almost sullenly as he begins to speak. The idea of this bandit, this penitentiary-bird, presuming to run for office, and to ask for their votes! We'll listen to him, but—

They expect him to cover up his past, or to gloss it over, and apologize for it. But he bares his record, stands his own soul naked before them, and they soon begin to cheer him. That is how it was when he was candidate for prosecuting attorney.

He made a speech, the other night in Shawnee, before fifteen hundred persons who came to look and listen and to jeer.

"I'm running for governor to break up a political ring that was formed in the early days of Statehood in Oklahoma," he began. "A ring that surpasses in its vile machinations any other political ring that ever existed in any State. The people of Oklahoma have suffered as much from incompetence in office as from embezzlement in office. That same old gang is after the same old offices again, in the same old way, giving you the same old taffy in the same old spoon."

Here a man in the audience interrupts with, "Tell about your own damned record."

Instantly the ex-convict is alert. Every red hair in the tousled bunch on his head seems to stand erect. His eyes flash.

"Who are you that asks my record? Some hog-thief whom McAllister has pardoned out of the penitentiary to work for Cruce?"

It so turned out that the man who had interrupted was a cattle-thief in the old days. The audience howls.

Drawn from a photograph—New Orleans, La. Plans in Booklet described below.
Architect:—W. R. Gilbert, New Orleans, La.

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You want to keep for years the same thrill of pride, the same "that's mine" satisfaction, that you felt the first time you stood out in front and looked it over. In other words, your home must be *permanent.* Then build the walls, both inside and out, on a base of

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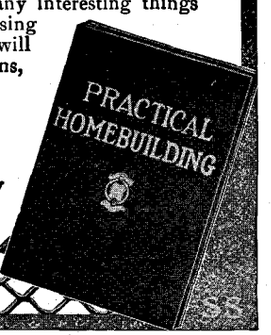

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IN order to keep your hair in perfect condition so that it will grow long and luxuriant, you must wash it frequently. That is nature's decree. And after you wash it you must be sure that it is dried well. To dress your hair when it is damp is dangerous—to your health and to your hair. The moisture tends to destroy the delicate hair roots. Dandruff is very likely to collect upon the scalp. Then think of thousands of women who have injured their health by going outdoors while their hair was still damp.

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"I'm going to give you my record," Jennings continues. "It's an open record. I'm going to give you an example of a man telling the truth while seeking office, and that's so unusual it might be interesting from that standpoint alone.

"But I'm not running for office on my record as an outlaw and convict, but on my record in the ten years since my fall, ten years of honest living, of self-control, without envy of anything or any person. I will say, however, that it takes, maybe, the same sort of nerve to be an honest governor as to rob a train or a bank. Isn't that about right?"

"You bet," shouts a man, and there is a little ripple of applause.

"What you most need in Oklahoma is not the enactment of more laws; it's an honest administration of affairs."

And then he goes on and tells how he will help change the order of things.

"I have violated the law. I have paid the penalty, and it's a part of my purpose, in asking this high favor of the people, to prove the correctness of the theory that an ex-convict can be a good governor; that a man who has slipt and sunk into the depths of crime, and is caught by the law and made to feel its iron hand, can come out into God's sunshine and lift up his head, looking the world fairly in the face, and get back into the station in life from which he fell."

Buncombe! you say.

Not if you hear Al Jennings say it, because it seems that all his soul is in it, and he is a man of great magnetism and force and winning personality. You can't hear Jennings talk and watch the play of his features and believe he is insincere now.

"We say the law is no respecter of persons," he goes on. "Then it ought to be the right, accorded by law to every man who has paid the law's full penalties, to get back again from where he fell. I have seen more crime committed by the elected officials of this State, more stealing, more looting, more disregard of the rights of others, than I ever knew as an outlaw. That is another reason I am making the fight to beat back in the face of Society's condemnation. I have suffered humiliation, rebuffs, sneers, insults, in my efforts to get back again. I am trying to stem that tide. Many thousands who have tried to stem that tide of prejudice have lost hope, let go, been pushed down and sunk to oblivion. I shall never lose hope, never give up. Last year I ran for office to test the forgiveness of the people. I was successful. The people responded and elected me. I am testing that theory again."

And so on and on, and when the meeting was over hundreds crowded around to shake his hand.

Jennings is running on the Democratic ticket, and there are five others in the race. The nomination will be by ballot primaries in August. The candidate getting the most votes will be nominated, and a nomination is equivalent to an election, for the Republican party is hopelessly split and not even so strong as the Progressives.

The politicians are uneasy. They say Jennings appeals to the "grass roots," and he makes a mighty human appeal and he leaves an audience imprest with his honesty and sincerity. The large news-

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is the handy, inexpensive cleaning device, runs without effort, readily gathers up dirt or litter, and brightens and preserves fine carpets and rugs with its gentle but thorough brushing. An extra sweeper for upstairs adds to the convenience and saves steps. All stores have them at $2.75 to $5.75. Let us mail you the booklet "*Easy, Economical, Sanitary Sweeping.*"

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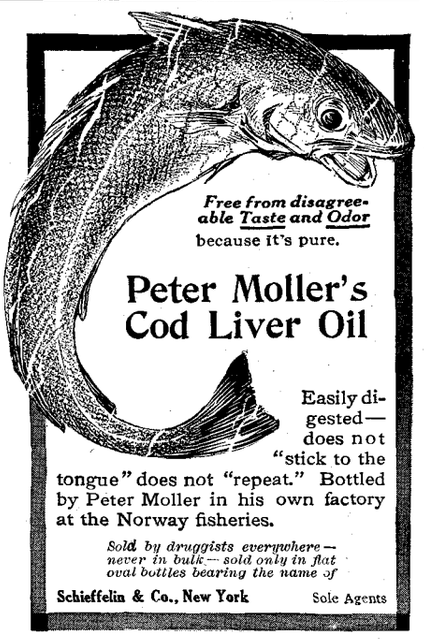
The Standard Dictionary shows all the various shades of words and of meaning, contains "all the living words in the English language."



Free from disagreeable Taste and Odor because it's pure.

Peter Moller's Cod Liver Oil

Easily digested—does not "stick to the tongue" does not "repeat." Bottled by Peter Moller in his own factory at the Norway fisheries.

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papers of the State are either ignoring his campaign, trying to make a joke of it, or saying that it would hurt the State abroad if an ex-convict is elected governor. To this last argument Jennings replies:

"If I made a bad governor it would. But if I do all I promised to do, if I am really, honestly honest in all my acts as governor, what a great thing for the State that would be, what an inspiration to every man who has made a misstep, who has fallen and is trying to beat back to respectability again."

A newspaper in Oklahoma City has launched the candidacy of an ex-convict who was pardoned by Lieutenant-Governor McAllister while Governor Cruce was out of the State. This is done to burlesque the candidacy of Jennings.

"That will help me a little," is all that Jennings says of this move.

Jennings has received ten thousand letters from all parts of the country in the last three months. He has sent a personal answer to each one of them, sitting up late at night to do it.

"The postage amounted to considerable, but I felt that every one who wrote me deserved a reply," he says.

Jennings was proud last week of two letters he received. One was from E. K. Witsher, of the Y. M. C. A. of the University of Oklahoma, and was an invitation to him to speak to the college boys. It said:

"We should consider it an honor and great favor if you would talk to the men of the university at our Sunday-afternoon fellowship meeting."

Jennings held it in his hand a long time after he read it and his eyes were moist when he looked up.

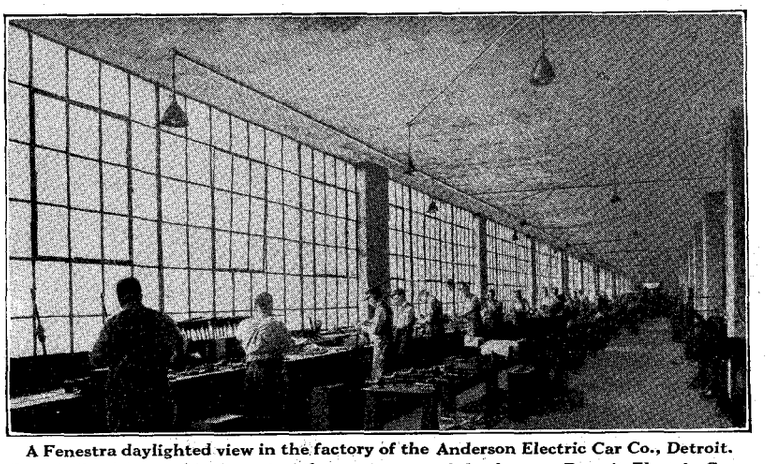
"That's what puts backbone in a fellow," he said.

THE FIRING OF EVERS

AS a rapid-fire baseball magnate, Charles W. Murphy, owner of the Chicago Cubs, seems to hold the record just at present. Last year he fired Frank Chance as manager; now he fires Johnny Evers, and everybody is listening for the next report. Incidentally the "bouncing" of Evers furnishes Murphy's enemies with ammunition, as the baseball-writers size up the situation, for the quick sanction by the National League officials of the transfer of Evers to the Boston Braves was, according to leading baseball-writers, a very convincing bit of evidence that there is much hostility to Murphy and that an attempt will be made to drive him out of the League. Whether all the things that are said about Mr. Murphy are true is largely a matter of individual opinion. The Evers incident is reviewed by Malcolm MacLean in the Chicago *Post* of February 11:

Firing popular managers seems to be the best thing President Murphy of the Cubs does these days. And he is getting the habit down so pat it comes about once per year.

Johnny Evers—nicknamed the Keystone King by Murphy himself—was the latest



A Fenestra daylighted view in the factory of the Anderson Electric Car Co., Detroit. Detroit Steel Springs form part of the equipment of the famous Detroit Electric Cars, and are vital elements of their wide use and efficiency.

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Their cost in mistake and accident, in lost time and motion is incalculable.

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GARDEN TALKS

Selection and Care of Implements

Two men in neighboring suburban gardens one day last April were digging into the earth. One man was moving along smoothly, accomplishing much. The other was making little headway, and fuming over his work. The reason for the difference? Tools!

The first gardener had selected his tools carefully, bought only the best, and had taken excellent care of all. The second gardener had bought—just hoes, spades and the like, irrespective of brands, and he had given his equipment poor care.

Which emphasizes the importance of good tools in gardening. The wise gardener will insist upon well-known brands protected by reputations of their makers. As a general rule, in buying garden equipment, the most expensive tools are almost certain to afford the highest efficiency, longest service, and greatest economy.

The ordinary cheap rake usually breaks after short use. The experienced gardener buys a steel rake with end braces. It lasts him for years. Then there are hedge trimmers that halve the work of trimming. A good lawn mower is 100 per cent. easier to operate and more efficient than a cheap one, and so on with many other garden necessities.

It is well to plan now what tools you will need for next season's work; order them early and have them ready when you need them.

There are hundreds of devices which enter into garden work, but your inventory should include the following essentials: Spade, rake, hoe, spading fork, dibble, garden line, wheel hoe and seeder (if your garden is sizable), trowel, weeding fork, wheelbarrow, pruning shears, hedge shears (if you have hedges), sprayer, lawn mower (a motor mower by all means if you have an estate), garden hose, lawn roller.

Information on Garden Tools, etc., Given upon Request.

GARDEN DEPARTMENT
The Literary Digest

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give a profusion of blossoms from early spring until frost. Wagner Plants, when planted according to plans which our landscape department prepares free for our patrons, produce the most beautiful and artistic effects.

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224 Pages

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224 pages—profusely illustrated. Many cuts in natural colors.

Helpful in the selection of dependable seeds, plants, implements and garden aids of all sorts.

Shows in natural color and size, the beautiful claret-colored flower-spikes of the wonderful

Everblooming Butterfly Bush

introduced by us three years ago. Has proved its hardiness, its fragrance, its rare beauty the country over. A single plant perfumes a whole garden from June till frost. Draws the butterflies from all around.

Young, hardy plants, which will bloom profusely this season and each year thereafter, ready for shipment after April 15th. 50c each (postpaid); 3 for $1.25; $5 per dozen.

Get Your Free Copy TO-DAY

HENRY F. MICHELL CO.
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to be spiked. He received the wallop exactly where Frank Chance received it.

We won't go into any long discussion of Hank O'Day, the new manager of the Cubs. We know little to say about him, except that he'd been a celebrated umpire for several years, and then got the hook as manager of the Cincinnati Reds. Hank is a hard man to talk with while the season is on, but may go well here. A man shouldn't be judged by his conversational powers anyway.

It's this bouncing of Evers that particularly interests us to-day.

Primarily the White Sox seem to be the cause of Murphy's decisions in regard to his manager. Murphy dislikes being jolted and jarred so frequently by said Sox. This is an open secret, and we betray no confidence when we state it.

Murphy questioned Evers's judgment during the series, and now Evers gets the large-sized tin can.

When Frank Chance was in Chicago last winter and heard that Johnny Evers had succeeded him as boss of the Cubs, Chance spake the following well-chosen words: "The best thing that can now happen to Evers is to get exactly what I got from Murphy—the swift kick."

Evers got it within a year, altho signed with much pomp and ceremony for five seasons.

After Murphy had typewritten his regrets regarding the firing of Chance, he mentioned the fact that Chance no longer could play first base. . . . . .

In short, Murphy couldn't see a bench manager through a pair of the best binoculars.

Only last Friday, Murphy discust the advisability of having a bench manager instead of one playing in the game.

This indicates that the Cub boss has entirely switched in his belief in one short year.

Murphy has given many indications of what was coming while discussing Joe Tinker. We recall one instance clearly, but, of course, didn't connect it up with what was on the fire.

"Joe Tinker isn't a good manager, to my mind," said Murphy. "Hank O'Day has taken the Cincinnati squad up to the first division and the club made a whole lot of money. Then Tinker came along, saddled several expensive old-timers like Kling, Sheckard, and Brown onto the club, and finished ninth."

More facts about O'Day and Evers are given by Sam Weller in the Chicago *Tribune:*

Henry O'Day needs no introduction to baseball fans. He is one of the greatest umpires the game ever had, and many years ago was a player himself. In 1912 he broke away from the arbitrating end of the game and took the job of managing the Cincinnati Reds. For a few weeks at the start of the season his team led the League, and the Cincinnati fans enjoyed thrills for the first time in years. However, the team finished badly, and when the season was over, O'Day was "in bad" with the public, the press, and the Reds' directors. He was discharged at the close of the season and Joe Tinker taken for the position. O'Day went back to the old job of umpiring.

So far as could be learned, there had been no recent quarrel between Murphy

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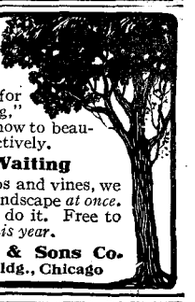

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With our big trees, shrubs and vines, we give you a completed landscape *at once*. The book tells how we do it. Free to all who plan to plant *this year*.

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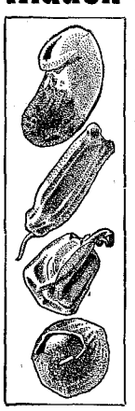
when buying berry and other small fruit plants. Heavy top growth is actually a disadvantage unless the plant has sufficient roots to sustain it. Our bigger, better roots—due to unexcelled growing conditions—assure bigger yield of bigger berries. Get our New Catalog—lists only the better varieties, gives full cultural helps. No novelties that have failed to prove their merit under our severe tests are included. This dependable Small-Fruit Catalog is free—contains berries of all kinds, grapes, currants and garden roots. LESTER LOVETT
Diamond State Nurseries, 34 1st Ave., Milford, Del.

Hidden Values in Seeds



Some automobile makers boast the hidden values of their cars—values invisible and impossible of laboratory analysis. "Under the Hood" is their summary. In the case of **SEEDS**, hidden values far greater lie dormant beneath the seed coats, qualities definite and potential, still not to be estimated in the laboratory or without; values to be seen in the maturing crop only, after a season's time and labor is spent—then what differences are manifest? The difference between pleasure and disappointment, and for the professional, success and failure.

The hidden qualities in Vaughan's Special Strains of Seeds are made plain in our **1914 CATALOG** mailed with sample Pansy packet **FREE** upon request. Send your name and address and that of your neighbor.

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and Evers. However, it was known by those who were in touch with Cub affairs last season that the West Side magnate had several "run ins" with his manager, and it was believed that only the success of the Cubs for the last six weeks or two months of the season prevented the discharge of Evers at the end or even before the end of the regular season.

Long before the season was over Evers had confided to some of his friends that he didn't feel sure of his job and in reality was manager in name only, because he dared make no move of any consequence without the sanction of Murphy. He explained that his financial condition compelled him to stick to the job, no matter how unpleasant it might be.

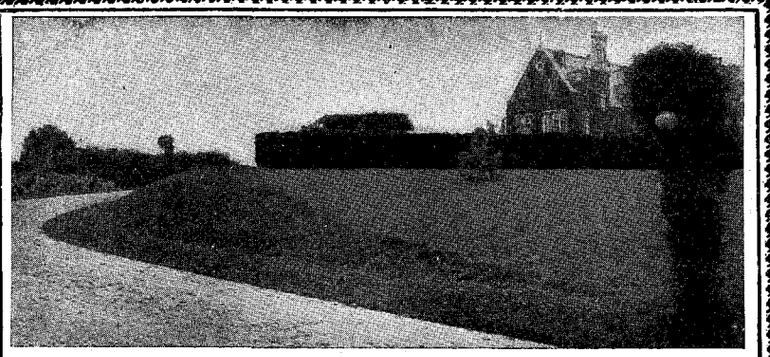
The first intimation that Murphy intended to depose Evers came last Friday afternoon when he discust at some length the advisability of having a bench manager instead of one playing in the game, and closed his discussion by declaring Evers's bad judgment had enabled the White Sox to defeat the Cubs in the fall series of 1913.

At that time, President Murphy's talk was about as follows:

"There are three types of managers—the man who manages and plays in the game as Chance did in his best days; the man who manages for the coaching lines, as McGraw and Callahan do; and the man who manages from the bench like Connie Mack and George Stallings. Chance was a great man of the first type, McGraw and Callahan are great in the second, and Connie Mack and Stallings are leaders in their line. Evers is a great ball-player, but too impulsive to be a manager and a player at the same time.

"We ought to have beaten the White Sox easily last fall, and would have licked them if the team had been properly handled. Evers's bad judgment cost us the series. The worst case of bad judgment was in the fifth game, the one that Benz pitched against us, and won in eleven innings by a score of 2 to 0. Cheney was pitching for us, and neither side had scored when we went to bat in the last half of the ninth. We had made just one hit off Benz, but Archer opened the last of the ninth with a base hit, the second off Benz. Right there is where Johnny erred. He should have put a fast man in to run for Archer, and a pinch hitter for Cheney.

"Archer turned and looked at the bench after reaching first base, expecting a runner would relieve him. But Evers paid no attention to him. Cheney went to bat for himself and struck out, after trying to bunt, leaving Archer on first base, with one out. Still if a fast man had been substituted at that point the Cubs would have won. Leach followed with a base hit to right field, and Archer, being a slow runner, went only to second base, while a fast man such as Miller or Stewart would have raced to third. Evers followed with a long fly to right field, which would have permitted a man to score from third, but, of course, Archer wasn't there. That



The top of this terrace was treated with animal manure—the sides with Alphano Humus. Note difference in color and length of grass, three days after mowing.

A Talk to Those who are Not Awake to the Merits of Alphano Humus

FOR lawns, shrubs, trees and gardening of all kinds, it is ideal.

Alphano Humus is superior to either animal or chemical fertilizers, because it puts more actual soil building properties into the soil and contains a large per cent of plant food of ready availability.

Further than that, it lasts longer than other fertilizers. It does not leach away.

Being in powdered form, it can be evenly distributed on your lawn or quickly and thoroughly mixed in your garden soil.

Being *odorless*, you can use it freely on any part of your ground at any time without the least objection. It is free from weed seeds. Aside from its plant food content and its power to increase beneficial bacterial action in the soil, it will hold 14 times its weight in moisture. This is a most important point, as it fortifies your lawn against the hot sun and drying winds. It gives to your garden soil that desirable moist condition so essential to rapid root growth and strong quick top development.

We want you to convince yourself that this Humus is the thing to buy in place of any kind of fertilizers.

To help you to this self-convincement, we have a little circular entitled: "A Talk to Those Who Are Not Awake to the Merits of Alphano Humus."

We want to send you this circular along with the Humus Book. Write for them.

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FRANK A. MUNSEY, New York

made two out, and the inning ended when Schulte fouled out.

"We should never have been licked by the White Sox, and better handling of the team in the games would have won that series. Callahan and 'Kid' Gleason both said after the series was over that Evers could be thanked by the South Siders for giving them the big end of the purse."

It is doubtful if Evers knew of his impending discharge any more than did Frank Chance last year. During the fall Johnny lived in Chicago and gave most of his time to the Cubs. When the Federal League became active late in December, Evers was dispatched about the country signing the Cubs before the "outlaws" could nab them. He journeyed beyond Fort Worth, Tex., and down to Tampa, Fla. He was successful in signing Vaughn, Leach, Phelan, Pierce, and perhaps two or three others. While he was on this trip, Murphy employed Hank O'Day to go to Chattanooga to sign Jimmy Johnston, the young outfielder.

ACTING FOR THE "MOVIES"

RODMAN LAW, the young man who breaks into the newspapers every now and then by jumping off a high bridge, scaling the outside wall of a skyscraper with his fingers and toes, or allowing himself to be used as ballast for a skyrocket, is the recognized leader of the thrill-producers among the motion-picture people, but he is far from having a corner in sensational acting. Miss Mary Fuller has a conspicuous record for daring stunts, and some of her narrow escapes from death or serious injury were anything but pleasant. It is nothing unusual for her to be asked to do things she has never attempted before, and then her lack of familiarity with her tasks makes them more than doubly risky. She tells in the Indianapolis *Star* about some of her adventures:

Never, so long as I live, will I forget the day I slid down a rope of bedclothes from a window seven stories above the ground.

I had done many perilous things, but this was the most terrifying, because there was no intense dramatic action to take my mind off the danger. The directors simply asked me in a matter-of-fact way if I would slide down a rope from that height. I gasped for a moment, and then, fearing the thought of being a coward more than the perils of the feat, I closed my eyes and answered that I would.

As we started out to do the scene I began furtively to watch the buildings. That tall one, it must be eight or nine stories high — I counted — it was only six! Heavens! I was to slide from a point higher than that building, dangling in space! I shuddered.

Finally we came to the apartment house which had been chosen and were ushered up to a room on the seventh floor. I was recognized when I stept from the automobile, and the appearance of the long rope of bedclothes started the rumor that I was to do something extraordinary. By the time we had tested the rope and every-

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thing was ready, there was a crowd of curious people gaping upward at my window.

The view from that window will live forever in my mind's eye—the rope was stretching downward to eternity—no—not eternity, but worse still, a pavement of unyielding stone; the iron picket fence that surrounded the little areaway—I could feel the sharp points penetrating my poor body—the upturned faces, many of them already becoming anxious as the realization of what I was to do dawned upon them.

I suddenly realized that if I remained in that window for another instant I would be panic-stricken and powerless to make the descent. I waved my hand to the director, shut my eyes, and swung out on the sill. I counted the windows as I passed them, not daring to look down. I had gone half-way when the rope gave a little and my heart stopt as a vision of that picket fence flashed before me. But the rope held—would it hold until I reached the bottom?

When I was about twenty feet from the ground the crowd began to cheer, but above the cheer I heard the noise of a tearing blanket.

I shut my eyes again, but my hands seemed to rebel at further torture, and then I dropt.

But it was only ten feet, and I was unhurt. Yes, unhurt, if bleeding hands and a body that ached in every fiber could be called unhurt; but I had done it and I was happy.

But that is only one incident—there are many more. On another occasion I was called upon to pilot a great racing motor-boat at top speed. I had never driven a motor-boat in my life, but I was determined that I would see it through if I drowned in the attempt. I was told, no matter what else I did, that I must not swerve the boat from one side to the other.

The camera man was placed on the back of the boat with his camera securely lasht. We lined up at the start, the gun was fired and we were off. I suddenly found myself in control of a plunging monster that leapt faster and faster every moment. I have had several horses run away when I was riding them, and the sensation I received now was somewhat similar.

But there were one hundred and twenty horses instead of one—and there was only one little me. The roar of our engine and that of the other boats was deafening. I turned my head to see whether or not we were gaining on the others, and in that instant I lost control of the boat. It made a frantic plunge and pitched over to one side, but by a desperate effort I regained control of the wheel and, favored no doubt by my own ignorance, succeeded in preventing the boat from capsizing.

We continued on to the finish and won the race. As I sat back exhausted, a sputtering cry of rage caused me to turn, and there was the camera man, dripping from head to foot, clinging to the camera, which was swung out of position.

When I lost control of the steering-wheel near the start of the race, the mad careening of the boat had thrown the camera out of focus and the camera man could not take the picture. The roar of the boats had drowned out his yells of protest and entreaty and he had resigned himself to saving his camera from plunging into the water.

There is a miniature Chicago newspaper in the pages of the Public Ledger, edited in Chicago and telegraphed from there for the benefit of homesick westerners in New York or Philadelphia. It is for sale everywhere in Philadelphia, and on sixty hotel news-stands in New York.

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INVESTMENTS AND FINANCE

THE OUTLOOK FOR THE RAILROADS

WORD came from Washington on February 16 that the Interstate Commerce Commission had postponed the expected increase in freight-rates until September 12. Railway interests were surprized by this news and it caused depression in stock-exchange prices. The meaning of the decision seems to have been seriously and curiously misunderstood. As explained in the New York *Sun*, the decision was "a pure formality," due to the need of more time for deliberation. The situation in other respects remains unchanged. In no way does this postponement affect the nature of the Commission's ultimate decision of the main question. The Washington correspondent of the New York *Times* learns that members of the Commission were "greatly surprized" at the depression produced on the stock exchanges. The postponement does not even mean that decision of the main question will necessarily wait until September. It is the intention of the Commission to render its decision "at the earliest practicable date," and it is not at all unlikely that a decision will be rendered by June or earlier, and in June "at the very latest." The new rate could go into effect immediately after the decision is rendered or at any date which the Commission might choose to name.

Some weeks ago the President's attitude toward an increase in freight-rates was declared by a correspondent of the New York *Evening Post* who frequently converses with the President, to be favorable to an advance in rates, provided the Commerce Commission could receive from Congress power to supervise issues of stocks and bonds by interstate carriers. It is now announced from Washington that the House Committee on Interstate Commerce has decided to redraft the bill for the creation of an Interstate Trade Commission. The change involves giving to the Interstate Commerce Commission power to supervise issues of stocks and bonds. It has been thought not unlikely that decision of the freight-rates question will await the action of Congress on this bill. Should this new authority be given to the Interstate Commerce Commission, it would be an act quite in line with a recent Supreme Court decision in what is known as the Minnesota rate case, where the principle was laid down that when conflict arises between State and Federal authority on questions affecting interstate commerce, Federal authority shall be supreme when it has been asserted by Congress. With this principle incorporated in the bill as it relates to regulation of stocks and bonds, railroads will have reason to rejoice, since, as explained by a correspondent of the New York *Sun*, they "would at once be relieved of many harassing and contradictory laws on the subject that have been passed by States."

The New York *World's* Washington correspondent, in comments on the proposed law, says that under the new bill not only the secrecy that has heretofore attended railroad financing as far as the directors were concerned will be abolished, but the Interstate Commerce Commission will not make any rulings affecting the subject unless every phase of the proposed step has first been given to the public. The bill is accepted at the Capitol as meaning that President Wilson desires to make corporate and railroad affairs stand the test of publicity in every phase of their relations with the public. Its enactment is not only expected to put an end to wildcat financing, but to give the investor an opportunity to know just where his money is going before he buys securities and to give the minority stockholders an opportunity to appear before the Commission and block any attempts at unnecessary or reckless flotations.

THE HIGH COST OF LIVING NOW, AND THEN

Amid the universal complaints of the high cost of living several factors are commonly overlooked. While the food supply is known to be much dearer than it was, comparisons are often made with ten and fifteen years ago, a period of very low prices. It is also sometimes forgotten that many things entering into daily living costs, outside the food supply, have become cheaper—things, for example, that one buys in the drug-store, articles of wearing apparel, many manufactured articles in which the cost of production has been reduced by mechanical inventions, street-car fare, and the daily newspapers.

If one goes back to years immediately following the Civil War, it will be found that even food prices are low in comparison with that period of paper money and high prices. The editor of a village newspaper in Otsego County, *The Morris Chronicle*, reports that he recently saw a day-book kept by a storekeeper of that place in 1866, in which it appeared that yellow sugar then cost 17 cents a pound, crusht sugar 32 cents, raisins 35 cents, cinnamon 80 cents, green tea $1, black tea $1.50, coffee 35 cents, baking soda 10 cents; flour per barrel, $14; matches, per bunch, 9 cents; and sheeting, per yard, 25 cents. This list was submitted by the editor to a village storekeeper of to-day in order to obtain present prices, the result being that while the above articles, in a single pound, yard, or bunch each, would have cost in 1866 a total of $18.84, they can now be obtained in the same village for $8.50, that is, for considerably less than half, and "of far better quality to-day than then." The editor notes further—and this is a vital point in the whole matter—that day wages in this village in 1866 were from $1 to $1.25. He does not give the rate of wages for common labor now, but it must be at least twice what it was then.

PRICES AND YIELDS FOR SOME STANDARD STOCKS

Investments undertakes to present the situation "as we see it and in as plain language as we know how." While business "isn't good now, and isn't likely to become good during the first half of 1914," the writer believes that "along about the middle of the year the effects of the period

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of readjustment are likely to wear off, and then things will begin shaping themselves for a real revival in trade." Whether this revival will come late in the present year or be delayed until 1915, "we do not know." The writer believes, however, that the next definite movement "will be strongly in the direction of improvement," and that the improvement will be discounted by the stock market "long in advance," thus making the year 1914 "a year of rising security prices," the whole drift of stock and bond values being "upward." The writer (who seems to be the editor, Mr. Escher) says further:

"Time and again we have pointed out to our readers that stocks and business do not go together—that the time to buy stocks is not when business is good, but when business is bad. If, later on in the year, business is going to improve, the time to get aboard is not when the signs of improvement begin to show, but right now when business is in the doldrums. Look back at the record of other movements in the stock market following periods of depression and it will be seen that this is so. Far in advance of the time when things begin to mend—just during that darkest hour which comes before the dawn—a mysterious force becomes operative in the stock market, and, apparently in violation of all sense and reason, prices begin to rise.

"If business is really going to improve this fall, the time that the market is going to do its rising is this spring. At the same time, it is well to bear in mind that, even if business is going to improve and the stock market to discount this improvement, it is not necessary to plunge in and buy stocks just because for a couple of days or a week the market happens to be strong. Even allowing that business conditions are going to be much better in the end, the discounting process in the stock market is not going to be a sheer and uninterrupted rise. It is maddening, of course, for the man who believes in the market, and who hasn't done his buying, to see prices go up day after day, but in ninety-nine cases out of a hundred it will pay him to possess his soul in patience and wait for the reaction which must inevitably come.

"The great thing is to avoid becoming pessimistic when the reaction does come. Prices having stopt going up for the time being and beginning to slide off again, exuberance quickly changes to sorrow, and everywhere the statement is heard that there 'really wasn't anything in the rise after all' and that 'prices are going back to where they came from.' That is just the time for the man, who has made up his mind that the swing is really upward, to keep his head and do his buying."

Elsewhere in the same issue of *Investments* is printed a table of standard railway and industrial stocks, "for the business man who has surplus money to invest." These stocks are named because of the "high yield" they now produce, their "marketability," and the chances they offer for "appreciation in price," combined with "safety." Headlines over each list indicate the classes into which the stocks fall.

FULL YIELD AND FAIR CHANCE OF PRICE APPRECIATION

	Price	Dividend Rate	Yield
Northern Pacific	114	7%	6.2%
B. & O.	93	6%	6.3%
Southern Pacific	95	6%	6.3%
Atchison	94	6%	6.3%

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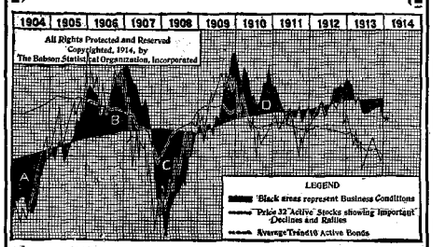
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	Price	Dividend Rate	Yield
St. Paul	100	5%	5.0%
Pullman	155	8%	5.2%
National Biscuit	125	7%	5.7%
General Electric	147	8%	5.6%

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Republic Steel (pfd.)	86	7%	8.2%
Bethlehem Steel (pfd.)	75	5%	6.7%

SELECTIONS FROM THE FOREGOING SUGGESTED FOR AN INVESTMENT

Southern Pacific	6.3%
B. & O.	6.3%
National Biscuit	5.7%
General Electric	5.6%
St. Paul	5.0%
Rubber (1st), pfd.	7.8%
Bethlehem, pfd.	6.7%
Average yield	6.2%

RAILWAY EQUIPMENT ORDERS

Coincident with large orders for railway equipment there took place in January a considerable rise in quoted prices for the shares of equipment companies; they were larger than they had been for any previous month in a year. In February orders were still larger; within a week they had reached, for cars, 10,000, or more than the number of cars ordered during the whole month of January, and it was expected that the remainder of February would make a good showing. One railroad alone was expected to order 3,500 freight-cars. Just what would be the effect on this favorable outlook of the decision on February 16 of the Commerce Commission to postpone any advance in freight-rates until September 15, remains to be seen.

In January the largest orders for cars came from the Union Pacific, 5,000; the Atchison, 1,000; and the Kanawha & Michigan, 1,000. The large February orders came from the Chesapeake & Ohio, 3,000; Denver & Rio Grande, 2,000; Illinois Central, 1,000; Pennsylvania, 1,000; Union Tank Line (a Standard Oil subsidiary), 1,000. While manufacturers of railway equipment have not yet reached a condition of actual optimism, they are reported to be in agreement that "if the railroads are allowed their rate increase, orders for cars and locomotives will follow."

Orders for cars, however, constitute only a small part of the equipment business. The New York *Evening Sun* has ascertained that "there was purchased in January new equipment, including rolling stock and trackage materials, valued at approximately $30,000,000. Estimates place the rail orders at 375,000 tons, with contracts for construction calling for 13,700 freight-cars, 300 passenger-cars, and 100 locomotives."

The rise in quoted prices for equipment stocks, which began early in January, soon attracted general attention. The rise was a consequence, says *The Financial World*, of "the more generally optimistic opinion with regard to the ability of the railroads to finance their requirements." Following is a table compiled by the same paper showing the January high, low, and closing prices for equipment stocks:

	High	Low	Closing	Advance
Amer. Brake Shoe & Fdy., pfd.	139	129½	139	9½
Amer. Car. & Fdy., common	515/8	44⅛	51¼	7⅛
Amer. Car & Fdy., pfd.	116	114	115⅞	⅞
Amer. Locomotive, common	37¼	31⅝	36⅝	5
Amer. Locomotive, pfd.	101½	96	101	5
Baldwin Locomotive, common	45½	38½	45	7½
Baldwin Locomotive, pfd.	105	102½	105	2½

Watch Your Investments

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	High	Low	Closing	Advance
New York Air Brake	69	61	69	8
Pressed Steel Car, common	45	26¾	45	13¼
Pressed Steel Car, pfd.	104	96⅝	104	7⅜
Pullman Palace Car	159	151½	158	6½
Railway Steel Spring	32¾	25¼	32¾	7½
Railway Steel Spring, pfd.	98¼	97	98¼	1¼

During the first week in February these stocks advanced still further—from two to five points each. *The Financial World*, commenting on the matter, says none of the companies has as yet made a report of earnings for 1913, the nearest approach being the declaration of a 3 per cent. dividend on Pressed Steel Car common and a semiofficial announcement that the company had earned 10 per cent. for the common for the year. This was "surprizing news," inasmuch as the 1912 report showed less than 1 per cent. applicable to the common. The disclosure gave rise to a suggestion that if one equipment company could make such a showing in a bad year, "others must have done a better business than was figured on." It is this that "makes extremely interesting any announcement of the actual position of the other companies and their prospects for 1914." Unofficial statements meanwhile "are of the most hopeful character with regard to the future."

PROFITS OF THE PACKERS

It is noted in *The Wall Street Journal* that in spite of importations of meats from Argentina and Australia made possible late in the year by the free-meats clause of the new tariff, there was an "enormous increase" last year in the turnover of the packing business of the five largest packing companies. This increase was $209,000,000, the total business done by the five companies having reached $1,154,500,000. Following are details:

	Gross	Net	Surplus
Swift & Co.	$400,000,000	$9,250,000	$4,000,000
Armour & Co.	350,000,000	6,028,197	4,028,196
Morris & Co.	175,000,000	1,916,196	1,556,996
Cudahy & Co.	104,500,000	1,329,178	509,178
Sulzberger & Sons Co.	125,000,000	2,150,000	1,250,000
Totals	$1,154,500,000	$20,073,571	$11,344,370

"Net earnings on gross sales were $20,073,571, or 1.79 per cent.

"A large part of the indicated increase in sales was due to the liquidation of the National Packing Company, a joint selling agency of the companies. This agency was absorbed by the companies to comply with the requirements of the Sherman Law. Capital stock and surplus of the companies are as follows:

	Capital Stock	Surplus	Total
Swift & Co.	$75,000,000	33,000,000	$108,000,000
Armour & Co.	20,000,000	84,223,209	104,223,209
Morris & Co.	3,000,000	26,183,182	29,183,182
Cudahy & Co.	12,000,000	5,593,873	17,593,873
Sulzberger & Sons Co.	30,000,000	5,500,000	35,500,000
Totals	$140,000,000	$154,500,264	$294,500,264

"Earnings returns on the $140,000,000 capital stock of these five companies are 14.76 per cent. But amount earned on the capital employed, that is, on capital stock and surplus invested in the business, was 7.02 per cent. It is to be noted that these large surpluses have been allowed to increase and have been put back into the properties. It would, of course, be possible for these companies to make a distribution of their respective surpluses. It is worth emphasizing that the packing companies have elected to retain as working capital the large sums that could have been distributed among the stockholders in various profitable shapes. With the possible exception of the banking business, that of the

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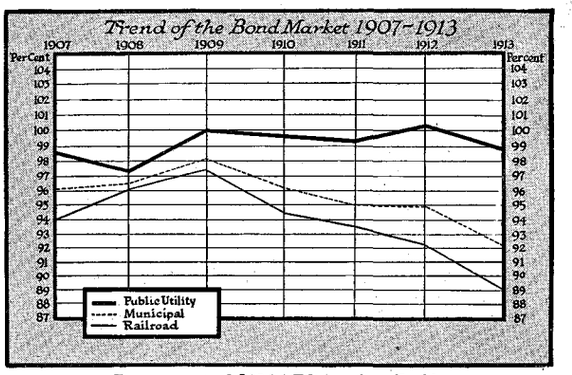

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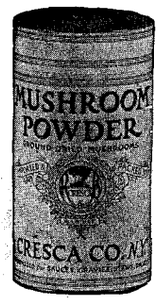

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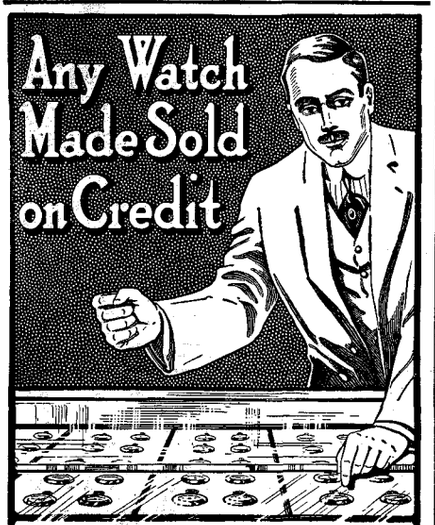

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GAINS FOR BUSINESS IN THE WEST

From Western and Southwestern cities reports in the middle of February were of small gains in business. Traffic was still behind last year's high record, but there was a gain over recent months, and further gains were predicted. A Chicago letter to the New York *Evening Post* declared that railway officials were "full of hope that the turning for the better has been passed." The writer said further:

"Business with railroads all over the West, Southwest, and Northwest is of good volume, and slightly larger than in recent weeks, but materially less than last year's high mark, which some traffic officials insist is not a fair comparison, as last year's tonnage movement was the largest ever experienced, and should not be used as an index for the present, as conditions throughout the country are vastly different this year.

"The Rock Island freight earnings last week made a small increase, but passenger fell off. The Atchison's gross earnings for January decreased $1,000,000, and the net are expected to decrease between $200,000 and $300,000. The reduction was, in a measure, attributed to floods in California, which cut down traffic and increased operating expenses, because of necessary expenditures for repairs. The Northwestern and Burlington show fair losses, the St. Paul is about even to a small reduction, and the Illinois Central made a fractional gain.

"General business outside of steel and iron has not continued to improve as much as expected, and conservatism prevails among merchants and manufacturers, but there is a decidedly better feeling and a disposition to do business. The steel industry has increased 25 to 35 per cent. in the past six weeks, which has added greatly to the improved tone in other lines.

"Grain traffic last week increased 65,000 bushels, or 1.3 per cent. over the previous week, but was small as compared with last year, decreasing 3,853,000 bushels, or 43.1 per cent., and fell off 1,371,000 bushels, or 27.5 per cent., from the five-year average.

"Eastern business fell 2 per cent. under last year. West-bound traffic showed a fair gain for the week, owing to increased shipments from Eastern manufacturers and the enlarged movement of raw material. The latter are expected to make better returns from now on than are those from West to East.

"The largest flour and provision shipments in four years, and the lightest grain in four years, were the feature of the east-bound traffic last week. Flour shipments increased 6,000 barrels, grain decreased 203,000 bushels, and provisions increased 21 tons for the week. A comparison with last year showed an increase of 1,000 barrels flour, a decrease of 3,060,000 bushels grain, and an increase of 3,346 tons provisions."

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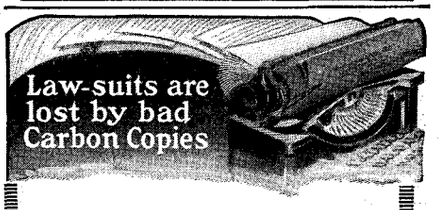

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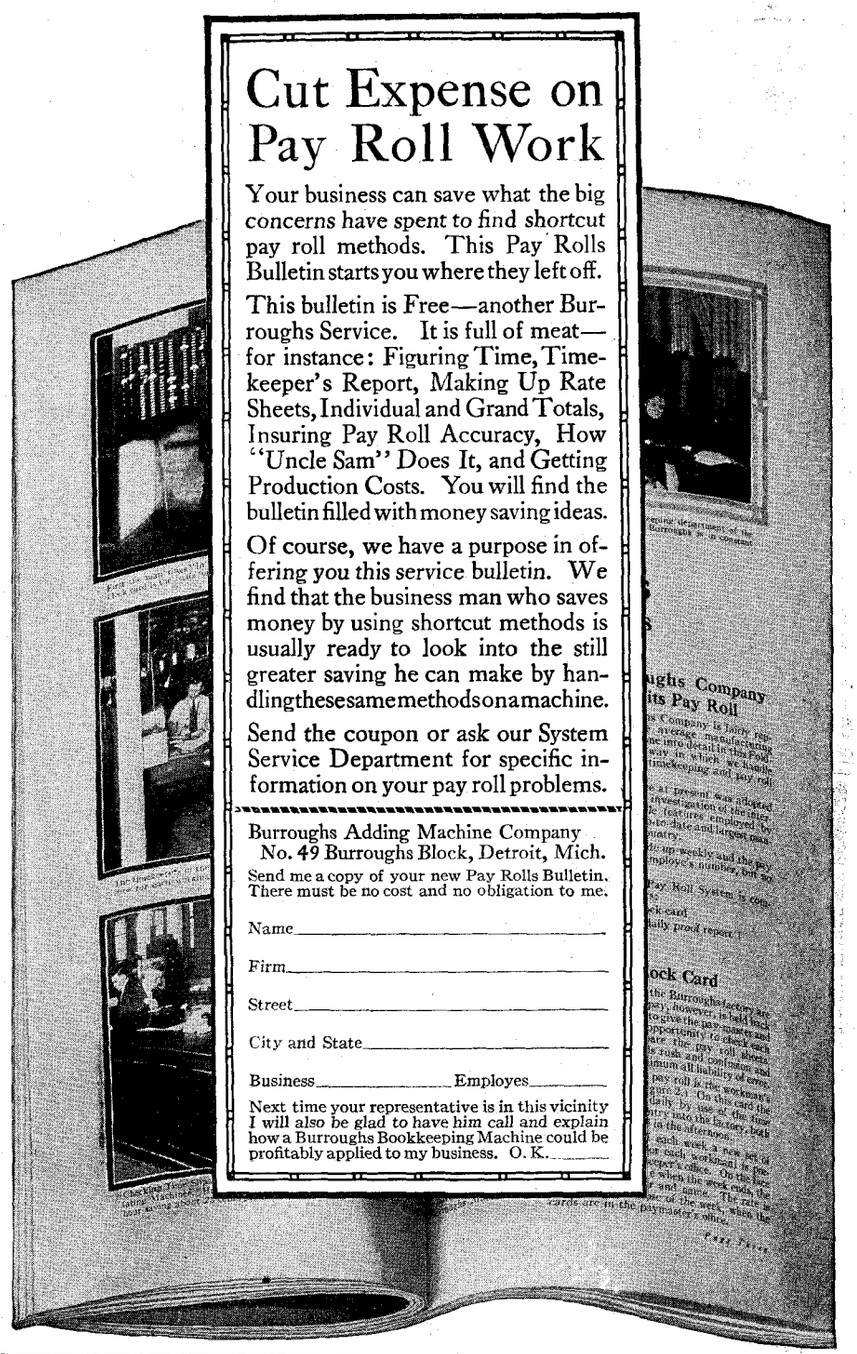
STEEL FREIGHT-CARS NOW IN USE

An interesting compilation, indicating the steel freight-car equipment of American railroads, is presented in *The Wall Street Journal*. It appears that eighty-eight systems of railroads owning a total of 2,116,790 freight-cars now have cars either of steel or in part of steel that represent 44.8 per cent. of that total. Among these systems the New Haven unexpectedly is far in the lead; it has 91.3 per cent. of steel, or in part-steel freight-cars, a condition due largely to the newness of its equipment. The Norfolk & Western stands third, with 79.2 per cent. Other roads that rank very high are the Pennsylvania, Delaware & Hudson, and Lehigh Valley.

The all-steel cars in the eighty-eight systems represented in the total of 2,116,790 freight-cars numbered 429,253, or 20.34 per cent.; the in-part-steel cars numbered 516,874, or 24.49 per cent., the latter being cars equipped with steel underframes having wooden superstructures. It has now become the custom of many leading roads to equip all their wooden freight-cars with steel underframes whenever the cars go to shops for repairs.

It is the use of steel coal-cars which, in the main, brings the Pennsylvania, Delaware & Hudson, Lehigh Valley, and Erie high up in their percentages of steel, or in part-steel, cars. Coal-cars are now usually built all of steel, their use having increased more rapidly than the use of steel cars of any other kind. After the coal-roads here named come others having high percentages of all-steel cars—the Jersey Central with 61.45, Reading with 57.13, Lackawanna with 41.17. The above are all hard-coal roads. Similar conditions, however, exist on soft-coal roads. For example, the Chesapeake & Ohio has 61.5 per cent. of steel or steel underframe cars, and the Baltimore & Ohio 60.5 per cent. Following is a table showing the freight-cars of all classes owned by roads which possess over 15,000 revenue cars:

	No. Cars	Per Cent. Steel Underframes	Per Cent. All Steel	Per Cent. Steel & Steel Undfr.
New Haven	36,185	72.53	18.86	91.39
Pitts. & Lake E.	26,988	31.55	56.53	88.08
Norfolk & West.	43,161	53.21	26.02	79.23
Penna. R. R.	162,219	30.91	39.25	70.16
Penna. Company.	94,796	24.81	44.98	69.79
D. & H.	19,533	68.07	.75	68.82
Lehigh Valley	42,308	43.19	25.62	68.81
Erie	49,561	44.37	24.15	68.52
Union Pacific	17,410	54.54	11.99	66.53
Ches. & Ohio.	42,691	1.17	60.34	61.51
Jersey Central	23,922	29.94	31.51	61.45
Balt. & Ohio.	91,701	18.09	42.50	60.59
Southern Pacific.	31,492	50.39	9.87	60.26
Big Four	24,524	44.03	15.30	59.33
Phila. & Reading.	42,851	27.96	29.17	57.13
Lake Shore	57,796	19.95	33.71	53.66
Canadian Pacific.	88,613	12.17	38.23	50.40
Atl. Coast Line.	29,210	48.99	....	48.99
Buff., Roch. & P.	17,284	12.98	34.67	47.65
C. B. & Q.	56,280	22.79	23.05	45.84
Lackawanna.	28,668	18.69	22.48	41.17
N. Y. Central.	71,706	30.21	10.38	40.59
Denver & Rio Gr.	18,370	22.73	16.45	39.18
Wabash	21,916	34.57	3.94	38.51
Atchison	67,342	33.90	3.47	37.37
Grand Trunk	37,843	25.05	12.24	37.29
Rock Island	43,040	33.27	2.79	36.06
Chic. & East Ill.	27,107	35.09	.37	35.46
South'n Railway.	49,510	14.57	18.30	32.87
Michigan Cent.	26,038	19.61	9.98	29.59
Illinois Central.	63,180	13.21	12.53	25.74
Chic. N. W.	65,588	17.69	6.94	24.63
Boston & Maine.	24,591	13.68	6.04	19.72
Louis. & Nash.	45,268	16.68	2.77	14.45
Great Northern.	53,595	7.72	11.15	18.87
Northern Pacific.	46,988	11.49	5.87	17.36
"Soo"	27,321	9.70	2.93	12.63
Mo. Pacific.	43,898	11.16	1.13	12.29
M. K. & T.	24,080	9.59	....	9.59
Canadian North.	22,415	5.11	.18	5.29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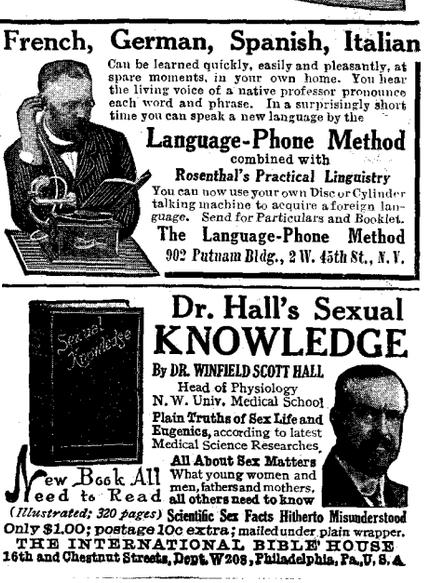
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Lit. Dig. 2-28-14

THE SPICE OF LIFE

Or the Toes.—Occasionally a man's sins find him out—at the elbows.—*Judge.*

The Preliminary.—"What is the best thing any one can get for his dinner?"
"Hungry."—*Indianapolis Star.*

Revised Version.—Be sure you are wrong, retain the best legal talent available, then go ahead.—*Contact* (*Nev.*) *Miner.*

Helping Him.—"Does your father object to kissing?"
"I don't know. Shall I tell him that you would like to kiss him?"—*Houston Post.*

Merely Tangoing.—Crawford—"What's the matter with that fellow who is holding onto the lamp-post and shuffling his feet?"
Crabshaw—"There was a time when I'd have said he was drunk, but now perhaps he's practising a new dance."—*Judge.*

This is Awful.—Wife—"Oh, hubby, I bought a waist for a dollar ninety-nine and I gave the clerk a two-dollar bill. I just noticed that she gave me two cents change. Oh, dear—Oh, dear, am I guilty of theft?"
Hubby—"Clam yourself, dear wife, clam yourself, you are inacent."—*Penn State Froth.*

Minute Details.—A young man who needed false teeth wrote to a dentist ordering a set as follows:
"My mouth is three inches acrost, five-eighths inches threw the jaw. Some hummocky on the edge. Shaped like a hoss-shew, toe forward. If you want me to be more particular, I shall have to come thar."—*Sacred Heart Review.*

Coining Words.—The esteemed Weather Bureau has sprung a new one. It is the word "smog," and it means smoke and fog. The bureau explains that very frequently there are times when this mixture is apparent in the atmosphere, and it considers the new word a great little idea.
Very well, "smog" let it be. But why end there? Let's call a mixture of snow and mud "smud." A mixture of snow and soot "snoot," and a mixture of snow and hail "snail." Thus we might have a weather forecast:
"Snail to-day, turning to snoot to-night; to-morrow smoggy with smud."—*Kokomo Tribune.*

Incidental Case.—Dr. Rubetinker was a qualified M.D., but, settling in a cattle country and finding the demand strong, he had added veterinary work to his other practise.
"Nothing serious," announced the doctor, after examining a valuable bull which he had been summoned post-haste to treat. "Give him one of these powders in a quart of bran mash three times a day."
The rancher heaved a sigh of relief. "Wait," he said, as the M.D., V.S., was about to leave. "I reckon, as long as you're here, you might as well have a look at the old woman. She's been ailin' for a month or two."—*Judge.*

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Physiological Note.—If we grew bald in proportion as we grow wise, some of us would still be upholstered a foot thick on top.—*Dallas News.*

Bad News.—VISITOR (hungry)—"And at what time do you have dinner, my little friend?"

TERRIBLE BOY—"Soon as you've gone."—*New York Times.*

Disappointing.—"How's that book you were just reading?"

"Oh, it's another of those publications in which a corking good title is spoiled by the story."—*Washington Star.*

Real Pity.—JUROR—"We acquitted him out of sympathy."

FRIEND—"For his aged mother?"

JUROR—"Oh, no—for having such a lawyer."—*Philadelphia Bulletin.*

One Hope.—The author staggered home. "The jury," he sobbed, "decided that my book is not immoral."

"Never mind," said his wife, consolingly. "Perhaps you can make a success of it in play form."—*New York Press.*

A Wise Child.—"George Washington told his father the exact truth about chopping the cherry-tree."

"Yes," replied the sweet, impressionable child; "George knew when he was caught with the goods, all right."—*Washington Star.*

Tip in Time.—The ferret-eyed little man stept across the street-car aisle and whispered into the ear of the tall chap in a gray suit:

"You'd better wipe that bit of egg off your chin. The income-tax man is just two seats in front of you."—*Indianapolis Star.*

A Little Higher.—"What is the price of your milk?"

"Ten cents a quart."

"You can deliver it here daily, but mind the quality is always good. I have a milk-tester."

"Then it will be five cents more."—*Exchange of The Boston Transcript.*

Universal Epidemic.—Mr. Roger W. Babson says that in looking up appendicitis cases he learned that in 17 per cent. of the operations for that disease the post-mortem examinations showed that the appendix was in perfect condition

"The whole subject," he adds, "reminds me of a true story I heard in London recently. In the hospitals there, the ailment of the patient, when he is admitted, is denoted by certain letters, such as 'T. B.' for tuberculosis. An American doctor was examining these history slips when his curiosity was aroused by the number on which the letters 'G. O. K.' appeared. He said to the physician who was showing him around:

"'There seems to be a severe epidemic of this G. O. K. in London. What is it, anyhow?'

"'Oh, that means "God only knows,"' replied the English physician."—*Open Door.*

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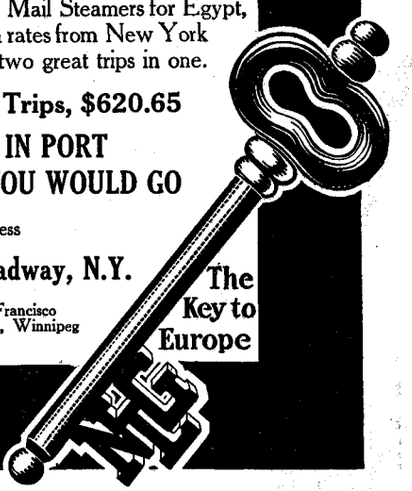

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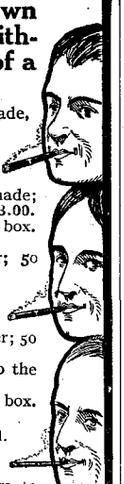

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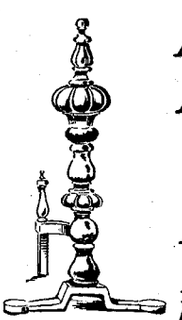

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"Oh, no. Most of the boys of his age are overgrown boobies."—*Chicago Record-Herald.*

A Puzzler.—One of the strangest things in this world is why a woman who can trim a pencil with a pair of scissors is not considered competent to vote alongside of a man who can't bake a batter cake on a hot griddle.—*Dallas News.*

What It Is.—This illustration of the tango is credited to an Arkansas City negro:

"Dat tango, boss, am sort of a easy motion. Ye jis go a stealing along easy like ye didn't have any knee joints and wuz walkin' on eggs that cost fo'ty cents a dozen."—*Atlanta Constitution.*

Fast Growers.—"P'taters is good this mornin', madam," said the old farmer making his usual weekly call.

"Oh, are they?" retorted the customer. "That reminds me. How is it that them you sold me last week is so much smaller at the bottom of the basket than at the top?"

"Waal," replied the old man, "p'taters is growin' so fast now that by the time I get a basketful dug the last ones is about twice the size of the first."—*Business.*

Bread on the Waters.—A benevolent old lady in one of the streets which still retain the red-brick houses of old-time New York looked out her parlor-window one day and saw a man, walking up and down the sidewalk, apparently in great dejection. There was something pathetic and appealing in his manner; so she took a dollar bill, put it in an envelop, and wrote on the envelop, "Never say die."

She slipt out of the house in the most casual manner she could assume and handed the envelop to the man as she passed him.

Next day the same melancholy man called at her house and presented her with ten dollars.

"It's funny," he said; "you're the only one that backed that horse called 'Never Say Die.'"—*New York Evening Post.*

Repentance Postponed.—An old negro parson in a Southern church was denouncing theft to his congregation, when he said:

"If there is any member of this congregation who is guilty of theft he had better repent at once and be saved."

On his way home he was stopt by old Rastus, who had listened to the sermon intently.

"Don't you think, parson, that next Sunday will do just as well as to-night to repent?" asked Rastus.

"But, Rastus, why not repent to-night and be saved, man?"

"Well, parson, it's this way," explained Rastus. "I want just one mo' chicken fo' to-morrow's dinner, and I know wha I can get dat chicken widout bein' caught to-night."

"Well," said the parson, hesitating, "I don't know what to say, so I think I will take dinner with you to-morrow and then talk the matter over with you."—*National Monthly.*

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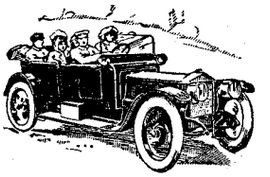

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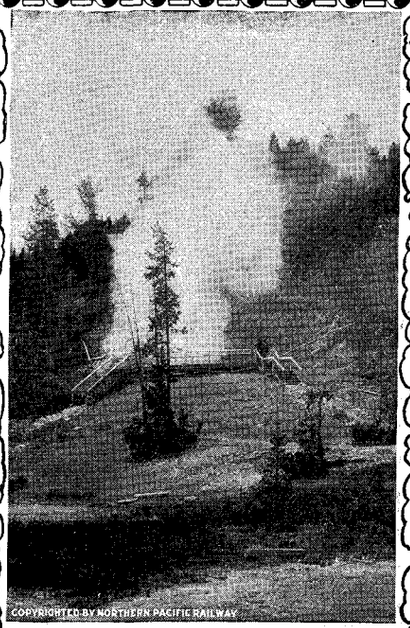

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CURRENT EVENTS

Foreign

February 13.—Torpedoes two miles away are exploded by ultraviolet rays in experiments carried out by the Italian Government at Florence.

Alphonse Bertillon, who invented the famous system of criminal identification which bears his name, dies in Paris.

Henry W. Thornton, superintendent of the Long Island Railroad, is appointed general manager of the Great Eastern Railway Company, England.

M. Koremykin is appointed Russian Premier to succeed P. M. Kokovsoff.

February 16.—Viscount Aoki, famous Japanese diplomat, ex-Ambassador to the United States, dies in Tokyo.

Dr. Knut Hammarskjold forms a Swedish Ministry which is regarded as representing no political party, but whose chief aim will be to carry out the King's policy on national defense.

Sir Stuart Montagu Samuel, M.P., is ordered by a London court to pay $65,000 in penalties and costs because he voted in the House of Commons while his firm had a contract with the British Government.

February 17.—The Duma adopts a bill extending the property and personal rights of married women.

February 18.—Ex-President Billinghurst, of Peru, is exiled.

Domestic

WASHINGTON

February 11.—General arbitration treaties with Great Britain, Japan, Italy, Spain, Norway, Sweden, Portugal, and Switzerland are reported favorably by the Foreign Relations Committee.

The Senate passes a bill to provide a temporary method for the nomination and election of United States Senators in States which have not legislated to carry out the seventeenth constitutional amendment for direct election of Senators.

February 12.—Moses Friedman, superintendent of the Carlisle, Pa., Indian School, is suspended on charges not made public as yet.

Ground is broken in Potomac Park for the erection of the $2,000,000 marble memorial to Abraham Lincoln.

February 13.—The Senate passes a bill, introduced by Senator Bryan, of Florida, creating the grade of vice-admiral in the Navy.

February 14.—Senator Augustus O. Bacon, of Georgia, dies at the age of seventy-five. He was a member of the Senate for nineteen years.

February 15.—Chairman Walsh, of the Federal Industrial Committee, announces that an investigation of the reports that thousands of men and women are idle in this country will be undertaken at once.

February 17.—President Wilson denies that religious prejudice is shown in the handling of his correspondence by Secretary Tumulty, who is a Catholic.

February 18.—The Alaska Railroad Bill is passed in the House by a vote of 230 to 87.

GENERAL

February 11.—The Government begins suit to abrogate the lease of the Southern Pacific and Central Pacific under the Sherman Act, alleging restraint of trade and discrimination of routes.

Maximo Castillo, the Mexican bandit leader, wanted by the Constitutionalists, is captured in New Mexico by United States soldiers.

February 16.—The Massachusetts Free Employment Bureau, maintained by the State, reports that it found work for approximately 21,000 persons in the fiscal year of 1913.

February 18.—The Maryland House of Representatives defeats a resolution looking to an equal-suffrage constitutional amendment.

An Act of Kindness.—Marjorie, aged five, had been given some chocolates of various sizes. Picking up a little one, she said: "This is a baby chocolate"; and of a large one: "This is a mama chocolate." She then swallowed the little one, and lifting the larger chocolate to her mouth to eat that also, she said: "Don't cry, baby, your mama is a-comin'."—*Boston Transcript.*

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"R. T. M.," New York, N. Y.—"Kindly tell me the origin of the word *graft* as applied to dishonest business methods."

The origin is unknown. It has been traced to the word *graft*—the result of the horticultural operation—as profit resulting from an outgrowth of a legitimate occupation. But this is purely assumption.

"A. W. B.," Ontario, Wis.—(1) "Will you please explain to me whether the 'for' in this sentence is redundant? 'Where are you bound *for*?' (2) Kindly give me the correct pronunciation of 'pendulum.'"

(1) It is redundant, but common among seafaring men when referring to the port of destination of a ship. (2) *pen'ju-lum.*

"R. C. C.," Pittsburg, Pa.—"Please inform me if the pronoun 'kind' can be used as a singular or as a plural in the following sentence, or if 'these' is used, is it necessary to say 'kinds.' 'These *kind* of stores sell the best articles.'"

Kind is not and never was a pronoun. It is either an adjective or a noun. In the sense you use it, it is a noun standing for "variety" or "sort." There is nothing incorrect in "Stores of *these kinds*" or "*These kinds* of stores," if the idea is to express plural varieties. If, however, only one variety or type is meant, the sentence should read: "*This kind* of store."

"J. F. F.," St. Louis, Mo.—"Please advise me which of the following sentences is correct, and why: 'A few drops *does* the work,' or 'A few drops *do* the work.'"

The rule in English is that the noun and verb must agree *in number—drops* being a plural noun, the verb must be *do* and not *does*.

"C. H. S.," Newark, Ohio—"Which is correct: 'Some *one's* else,' or 'Some one *else's*'?"

Either; but "some one else's" is preferred.

"T. M. H. C.," New York, N. Y.—"Which of the two following expressions is correct: 'and writing to those *whom* I feel are my friends to inform them of that fact, I naturally include you,' or 'and writing to those *who* I feel are my friends to inform them of that fact, I naturally include you'?"

The rule is: "When the relative is the subject of the predicate verb in its clause, use *who*." If you will eliminate the parenthetical words "I feel" you will see at a glance which is correct—"and writing to those *who* are my friends . . ."

"C. M. J.," Falco, Ala.—(1) "Which is correct? 'He is now *at* Pittsburg.' or '*in* Pittsburg.' (2) Is it correct to use *a* or *an* before the words *historian* and *eulogy*? (3) Which of the following sentences is correct? 'The Smith-Jones Manufacturing Company *has* begun the erection of *its* new plant,' or 'The Smith-Jones Manufacturing Company *have* begun the erection of *their* new plant.'"

(1) "At" or "in," as you please. The one is as good as the other. (2) "*A* historian" and "*an* eulogy" are both correct. The "h" in *historian* should be aspirated. (3) "The (Smith-Jones) Manufacturing Company *has* begun the erection of *its* new plant." Altho it bears a compound or plural name, it is but one company, and therefore takes the verb in the singular.

"J. M. L.," Cleveland, O.—"Does *Persse*, the maiden name of Lady Augusta Gregory, the Irish playwright, denote that she is of Irish or Scotch descent? What was the date of her birth?"

Lady Augusta Gregory is the "youngest daughter of Dudley Persse, of Roxborough, county of Galway," Ireland. This is the information given in *Who's Who*, 1913. It would fix Ireland as the native country of Lady Gregory. The books we have do not tell us whether *Persse* is Irish or Scotch (*i. e.* Highland), or an altered form of *Piers*, the French name (which appears in English variously as *Pierce*, etc.); nor have we any means of ascertaining Lady Gregory's date of birth. In the ballad of "Chevy Chase," i., the name Percy or Percey is spelled *Persë*—there may be a connection between this and *Persse*.

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